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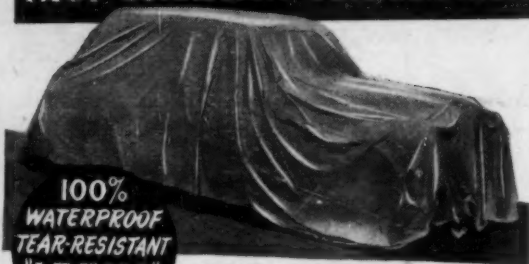
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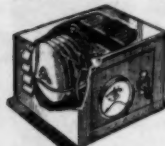
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**AERO SPARES CO.**

The Modern Motorist's Store  
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# Jubilee



## Famous in FOUR REIGNS

L. ROBINSON & CO. (GILLINGHAM) LTD.

London Chambers, GILLINGHAM, KENT. Phone 5282

# KAR KEE TAG

4/-



Actual Size

ALUMINIUM  
CAR NUMBER PLATE  
in miniature. Your  
Registration Number  
in raised Characters.

Send Coupon with P.O. 4/3 to cover postage to:-

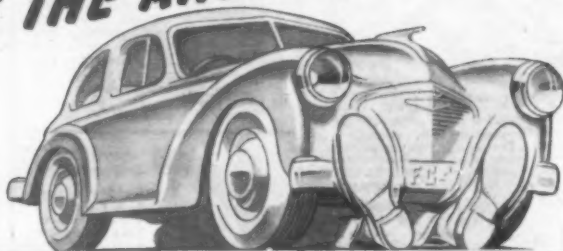
**KAR KEE TAGS**

116 COMMERCIAL ROAD, TOTTON, HANTS

NAME..... CAR NO.....  
BLOCK LETTERS

ADDRESS.....

# Holt's HAVE THE ANSWER!



## LOY PLASTIC METAL

Use it like putty—sets harder than lead

**PERMANENTLY REPAIRS** all dented, holed or rusted metals. Applied like putty, sets metal-hard. Can be filed, drilled or sanded to give imperceptible repair. Water, oil and petrol-proof. Takes paint or cellulose.

LOY PLASTIC METAL in putty form is ideal for the repair of car bodies, wings, tanks etc.

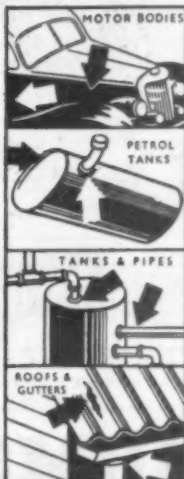
LOY Self-adhesive **FABRIC SHEETING** is used as reinforcement for weak rusted-out areas before applying Loy Metal.

LOY SOLVENT is essential for softening Loy Sheeting and thinning Loy Metal to brush or spray consistency.

Loy Metal in tins from 4/6. Loy Solvent from 2/6.

Loy fabric Sheeting from 3/6. Loy Kits containing Metal, Solvent, Sheeting 8/6

**NOTE.** For use in the home or garage. Loy Metal is also available in tubes. Mends leaks in pots, pans, pipes etc. 3/-



## CRACKED BLOCK?

a permanent repair in 30 mins without dismantling!  
External or internal cracks repaired permanently. Just pour it in. Vibration, heat and pressure proof. For cylinders, valve ports, water jackets, cast iron, steel or aluminium. Endorsed by Motoring Press, Railways, Transport Companies.

## WONDARWELD

1-pint 8/6 1 pint 15/- Quart 25/-  
Use 1-pt. to every 3-gall. of water capacity

## BOILING UP?

Clear choked cooling system this easy triple-action way  
Cleans, inhibits, protects. Radflush clears choking scale and lime deposits. Exclusive Radflush Inhibitor protects entire cooling system. Safeguards all metals including aluminium. Completely harmless. Always effective.

## Holt's RADFLUSH

Complete Treatment 8/6

## LEAKY RADIATOR?

a 5-minute permanent repair—while you drive!  
A repair unaffected by temperatures, water pressure or anti-freeze. Contains no dangerous powders or corrosives. Works while you drive. Cannot clog. Recommended by Motor Service Stations throughout the world.

## Holt's RADWELD

For cars 3/6 For trucks 6/-

## BURNING OIL?

WORN ENGINE!  
30-min treatment checks oil loss, restores compression  
Compensates cylinder wear by forming self-lubricating seal at piston top. Gives new car performance for up to 10,000 miles. No dismantling, saves oil, quiets engine. Tested and approved by Motoring Press. World wide sales.

## Holt's PISTON SEAL

Up to 12 h.p. 15/-  
Motor Cycles 8/6

## PROTECT CHROME

and all bright metals. Stops tarnish—saves polishing  
Ideal for chrome, brass, copper etc. Simply wiped on—keeps all metals bright. Weather-proof; withstands heat and vibration. Will not discolour.

## BRITECT

2/6 per bottle

In Transparent for protection, Red, Blue or Gold for protection and decoration.

## LEAKY SILENCER?

repaired in a few minutes. No tools, no dismantling  
Finger and thumb repair for leaky silencers and exhaust pipes. Simply press into position. Sets hard. No tools required. No laying up. No dismantling. Withstands heat and vibration. Gives permanent repair, and gas-tight seal which prevents fumes.

## Holt's GUN-GUM

Junior Size 3/6

## 20-MINUTE TUNE-UP!

for quicker start, brisker acceleration, more MPG  
Pour a quarter tin of Compression Primer into carburettor air intake and you're away—to a quicker start, brisker acceleration and more speed. You'll feel the difference—a 20-minute job that will transform your car's performance.

## Holt's COMPRESSION PRIMER

2.6 and 3.6

Wherever you see this sign..



## WATERPROOF IGNITION

Start first time every time

Seal out damp, dew and condensation. Brushed on to sparking plugs, h.t. leads, distributor cap, coil, etc. Aquatect forms a durable and flexible coating. Will not peel; resistant to acid, oil, petrol.

## Holt's AQUATECT

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straight from plastic bottle removes insects, dust, finger-marks  
Wipe off; and mud, dirt, grease, insect stains go! Windscreen, windows, mirrors crystal clear in seconds! For car-pocket and kitchen shelf. Always ready!

## HOLTSpray

Complete in plastic 'Squeeze Pack' Bottle 3/- 12 refills 2/6

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Greater Saturation Quicker 'creep'

Containing Acheson Colloidal Graphite, gives quicker creep, greater saturation. Frees rusted and corroded parts, and carries microscopic graphite particles to the metallic surfaces. Provides lasting lubrication and protection.

## Holt's per tin 2/- PENETRATING OIL

Also available in 1 and 1 gallon size

there you will find the answers to your Motoring Problems. Your Official Holt Stockist is ready to serve & advise you.

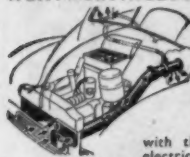
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Phone: HOLborn 4891/2

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### WEATHERSHIELDS-COSMIC INTERIOR HEATER



For most popular cars. Only fresh, WARM air enters the car. No connection with the water or electrical systems.

Easily installed at home or at your garage. With De-mister 85/-, carriage paid. Without De-mister 70/-, carriage paid.



### RADIATOR BLIND

For Austin A30, A40 Somerset, A70 Hereford, Morris Minor, Hillman Minx, all Ford models, etc. Cable controlled from inside car. For easy starting and petrol saving. Easy to fit. 65/- each, post paid.



### SMOKERS' COMPANION

Easily fitted to dash panel side. In Cream plastic with Chromium-plated fittings and Baize lined interior. Removable ash-tray. 25/6 including P.T., post paid.



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Safety glass. Chromed brackets. Fitted with four self-tapping screws supplied. Fresh air without draughts. 65/- per pair, plus 1/6 postage.



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Supplied for all cars. 3-position adjustable flap. Smart, efficient, easy to fit. Choice of attractive colours. Prices on request. Please state make, year, model and h.p.

Mark items in which you are interested with X. Fill in the coupon out out this advertisement and post for full particulars.

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## The SAFEDRIVE

MOTING SPECTACLES



### The ANTI-DAZZLE LENS

REALLY HELPS IN WINTER FOG, MAKES NIGHT DRIVING SAFER, AND ELIMINATES STRAIN.

AN OPTICAL PRODUCT RECOMMENDED BY THE MOTING PRESS (Prov. Pat. 5720/51)

Remarkable Brightening Effect—"The Motor"

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## Start the New Year right WITH A "MARBLE ARCH" BARGAIN



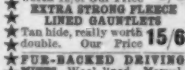
**BUMP HEATERS**  
"Veritas," absolutely safe and highly efficient.  
Our Price **18/6**  
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As illustrated "Raydyot" model.  
OUR PRICE **23/8**  
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**ROOF LAMPS**  
6 1/2 in. dia. x 2 1/2 in. deep, with frosted glass. Bright chrome case. Usually 25/-.  
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**GAUNTLETS**  
Brand new, small size only. Well worth 12/6. Our Price **9/6**



**EXTRA STRONG FLEECE LINED GAUNTLETS**  
Tan hide, really worth double. Our Price **15/6**



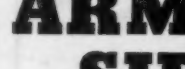
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Our Price **19/11**  
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Please specify fog type or spot type when ordering.



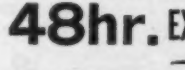
**RADIATOR HEATERS**  
Very efficient, robustly made. "Veritas" model, reliable and safe.  
Our Price **15/-**  
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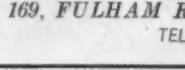
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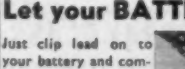
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Marvellous Value!  
1-amp., Atlas ..... 50/-  
1-amp., Atlas ..... 55/-  
11-amp., with meter ..... 87/6  
20-amp., with meter 105/-  
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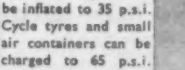
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Sets of 6, complete with hexagonal wrench-bar in metal case. 3/16 in. to 1 in.  
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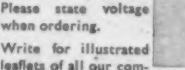
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1168, London Road, NORBURY, Lower High Street, WATFORD, Herts.



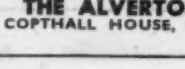
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See for yourself the attractive Regency Range of materials and colours. Wherever you go you will see Regency covers adding style to cars and preserving their upholstery in immaculate condition. Our new model factory at Norwich is in full production to ensure prompt supply of your choice from Regency's wide range.

*Regency*—the first name  
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Plain colour Melton Cloths, Tygan Plastic Check Weaves, Authentic Scottish Tartans, Heavyweight or Mediumweight Bedford Cords, Nylon, and the new wonder material—"Regentex"—all attractively piped in contrast colours.

The name Regency is registered—do not accept substitutes.



Actual photographs

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Obtainable through good garages—anywhere!

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COUPON  
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& Patterns

NAME \_\_\_\_\_ MAKE \_\_\_\_\_  
ADDRESS \_\_\_\_\_ MODEL \_\_\_\_\_  
YEAR \_\_\_\_\_

REGENCY COVERS LTD., 169 Great Portland Street, London, W.1

Telephones : LAngham 9001

Factories at Tottenham and Norwich

Made for YOUR car!



### THE 'RAYDYOT'

#### NUMBER PLATE ILLUMINATION LAMP

This smart fitting is made of heavily chromium-plated brass... supplied complete with bulb, fixing screws, slotted bracket, cables, and snip-snap terminals. Easy to fit... easy on the eye! Price 22/-.

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Present a vigorous complexion to a world that judges on face values. Use Imperial Leather After Shave Lotion and enjoy

Imperial Leather toilet luxuries also include Shaving Sticks, After Shave Talc, solid and liquid Brilliantines and the famous toilet soap. From all good shops.

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NOW AVAILABLE WITH UP AND OVER DOORS



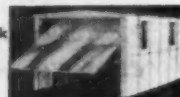
MULTIPLE GARAGES FROM  
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An unequalled investment. Any number supplied in one block. Up and over or hinged aluminium alloy doors. Easily erected and fireproof. Internal dimensions 10ft. 9in. or 15ft. 6in. 7ft. 9in., clear height of 6ft. 3in. or 7ft. 9in.

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Range suitable for all cars. Easily erected pre-cast concrete units. Up and over or hinged aluminium alloy doors. No foundations required, permanent yet portable. Completely fireproof and rotproof. Will last a lifetime without attention.



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replacements

**READY-TO-FIT**

for most makes **£6.15.0**  
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Cut to makers' patterns in double duck or plastic.

**SENT BY POST OR FITTED SAME DAY**  
SIDESCREENS RENEWED 35/- TO 40/-. ALSO TONNEAU COVERS.

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Loose Covers in specially imported "Regatan" which is waterproof, can be cleaned with a damp cloth, does not crease and will not burn with cigarette end etc. Also Bedford Cord and Duck. Prices from **£7. 0. 0** (4 Seater).



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Telephone: Western 3663



*The*  
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## 'SILVER PEAK & WHITE PEAK' NUMBER PLATES

If you have ever noticed how smart some number plates look, you were, most likely, admiring the Ace "Silver Peak." These are the number plates with the anodic satin-silver finished, non-glare characters—a firm favourite of discerning motorists because their style is neater, they harmonise with the car chrome and because they withstand the test of time. There's a "White Peak" too, for those who prefer white characters and the new Ace "Registrator" translucent rear number-plate which you should fit if intent upon perfecting your rear lighting. It can be mounted on to the rear body panel so that twin rear and stop lights may be fitted on the wings—the number plate contains its own lighting. It is certainly the number plate you should fit on your new car—it has all the attractive features of much more expensive translucent number plates. But there is no glass, lighting consumption is lower, no recess is needed in the body, and the plate is only 1 in. thick. Please write for fully illustrated catalogue, free on request.



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## 'RIMBELLISHERS'

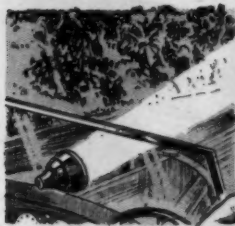
Can you picture your own car fitted with "Rimbellisher" wheel trims? It's difficult because they make so surprising an improvement to a car's appearance—not just to the wheels. They make wheel cleaning easier, too, and they protect the wheel paint from flying stones, etc. The quality of chrome plating we now use is back to pre-war standard so they will maintain their attractive and fresh appearance with little effort. "Rimbellishers" are easy to fit and they cannot work loose, rattle or fly off. The patent worm-drive self-locking fasteners shown below are used to fit the rim to the wheel and ensure a 100% secure fixing. Order a set from your garage—you will be more than pleased with them. Catalogue free on request.



**Ask your garage  
to fit them on  
your car...**



## ACCESSORIES FOR THE MODERN MOTORIST



## HELPHOS HAND-ROTATED SEARCHLIGHT



FINISHED  
BLACK or IVORY  
**67/6**  
STATE 6v. or 12v

- Simply fixed by suction to windscreen.
- All-round field of rotation.
- Extra high-power concentrated pencil-beam.
- Can be removed for free use and instantly replaced on windscreen.
- Finger-tip switch.
- Essential for instant reading of road signs.

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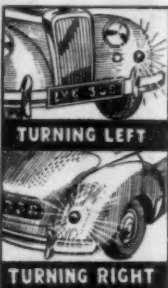
for Positive  
Direction Indication

Flashing Signalators provide the most modern way of showing right and left hand turns. Fitting and wiring is perfectly simple. The equipment will give years of service and is absolutely complete.

Comprises two Amber Signalator lamps (left and right front). Two red signalator lamps (left and right rear). Two flasher units. Indicator switch. Nuts and bolts, wiring diagram etc. State voltage.

Trade Distributors: H. LESTON, LTD.  
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Obtainable from Aero Spares Co., High Holborn, W.C.1 & all good Accessory Stockists.



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worthy  
of**



SIR JAMES BARRIE in 'My Lady Nicotine' said: "When he was at school, Jimmy Moggridge smoked a cane-chair, and he has since said that from cane to ordinary mixtures was not so noticeable as the change from ordinary mixtures to the Arcadia. Were I anxious to prove Jimmy's statement, I would merely give you the only address at which the Arcadia is to be had. But that I will not do. It would be as rash as proposing a man with whom I am unacquainted for my club. You may not be worthy to smoke the Arcadia Mixture"—acknowledged by Sir James to be "no other than Craven Mixture".

Try CRAVEN

Your own appreciation of such rich, cool smoking luxury will prove you worthy of this fine tobacco.

**Craven?**

Three deeply satisfying blends

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Craven Empire de luxe Mixture 4/3 oz.

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### FOGLAMP NO. 560

This lamp throws a "pencil" beam that will penetrate the heaviest of atmosphere for an incredible distance. Chromium plated. Dia. 5½". Complete with switch.

PRICE 63/-



## SAFER NIGHT DRIVING WITH THE "TWINS"

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This non-dazzle driving lamp throws a wide flat-top beam which illuminates both sides of the road. Same size as No. 560. Complete with switch.

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AN ATTRACTIVE PAIR OF LAMPS

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PHONE: VICTORIA 2287-8-9

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## DIXON-BATE TRAILER

The most famous of all Light Trailers—backed by 25 years' manufacturing experience. Sturdily constructed on all-steel chassis; it includes a patent rubber-lined ball coupling, number plate, tail lamp and lighting cable. Model R6C capacity 6-cwt. Body dimensions 5'x3'x1'7"

£43 Brakes £9 extra.

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LEAFLET

specifying the type of trailer which interests you, to  
B. DIXON-BATE LTD., CHESTER, 2.  
Manufacturers of all types of trailers.

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SUPERBLY TAILORED IN BEDFORD CORDS AND TARTANS. Send NOW for Free Pattern Folder with full information. (Post free—No Obligation.)

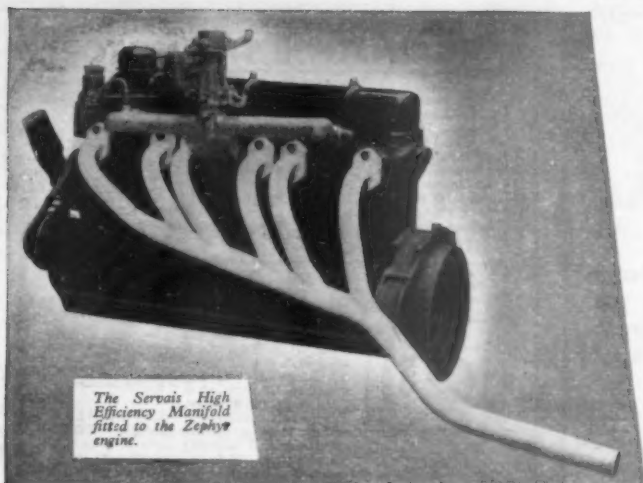
NAME .....  
ADDRESS .....  
MAKE OF CAR ..... H.P. .... YEAR .....  
MODEL ..... WRITE IN BLOCK LETTERS PLEASE

### MILLERS CAR EQUIPMENT

PALMERSTON ROAD, SPARKBROOK, B'HAM 11.

(Victoria 1849)





The Servais High Efficiency Manifold fitted to the Zephyr engine.

## Ford Owners!

Revolutionize the performance of your ZEPHYR or CONSUL Engine - by fitting the Servais High Efficiency Exhaust System.

### SERVAIS HIGH EFFICIENCY EXHAUST SYSTEM

Write now for full details and prices to :

**SERVAIS SILENCERS LTD.,**

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Complete kit of parts available for instant fitting to engine after removal of existing manifold pipe and silencer system.

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Fit NUWAY—the practical car floor covering for the protection of new carpets and the replacement of old. NUWAY Tailored Car mats are attractive in appearance, fit perfectly and are available in maroon, green, brown, blue, black and grey. They give increased comfort and resilience. They cut down cleaning. They are low in cost and guaranteed for 10 years.

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11ft. 6in.  
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NEW DEMOCRAT  
16ft. 6in.  
NEW IMPERIAL Mk.II  
18ft.

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*Eccles — the First name in Caravans!*

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**Tyre Pressure Gauges.** The Ideal Pocket-size Gauge for all Motorists 0 to 50 lb. D & 3.5 kg. in cm. 7/6 each.

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New, adjustable. Each 15/-

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Made specially for us by leading manufacturer, input 200/250 volts A.C. Output 3 amp. at 2, 6 or 12 volts. To charge one 2 v., 6 v. or 12 v. Battery at a fixed rate of 3 amps. 12 months guarantee. £4.3.0 each or £7.3.0 deposit and 6 monthly payments of 19/2.

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Petrol and brake pipe double lap **FLARING TOOLS** 3/16in. to 1/2in. O.D. Complete in metal case with full instructions. £1/5/0 each

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6 or 12 volt, Standard, 26/6 per pair. De Luxe, 29/- per pair. Round Flush Fitting, moulded rubber body. Chrome Rim, 29/- per pair. Brake switch for above, 3/9 each.

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Push action with hydraulic snap-on nipple. Each 17/6

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**ILLUMINATED TRAFFICATOR SWITCH** for steering column, 6 or 12 volt. Each 18/6

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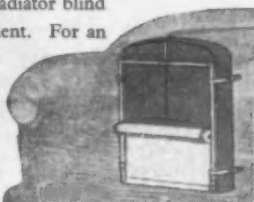
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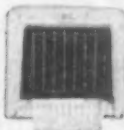


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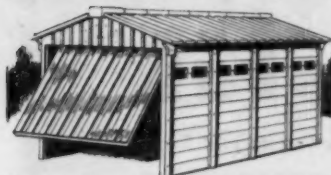
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—OUT OF PEDIGREE COMES PACE—

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# The Autocar

FOUNDED 1895

No. 3032

Friday, 8 January 1954

Vol. 100

## Frontal Security

MODERN bonnet catches are a far cry from the old hook-and-spring-barrel devices of motoring's earlier days, and it is understandable that that once efficient mechanism should have been superseded, for it is neither thief-proof nor adaptable to the alligator bonnet top that is so often found on modern cars. However, the arrangements that have been made for closing and locking the modern bonnet are surely unnecessarily diffuse. The variation is such that each closed bonnet must be considered a separate problem, and cases must have arisen in many motoring families where recourse was had to the handbook to find the method of opening up. On occasion sheer strength is necessary.

The diversity would be acceptable for its anti-meddling virtues if it were not for the fact that a nagging suspicion exists that safety is not complete. We know of few cars that have not the typical double-catch operation, and yet there have been isolated examples of bonnet tops flying up under the stress of chassis deformation at high speed on a less than perfect surface; the fitting of bonnet straps—not easily accomplished on many modern cars—would seem to indicate that several sporting drivers and organizers share our apprehension. But apart from this single danger, the lack of good design about a number of bonnet-locking contrivances is a reflection on the ingenuity of the industry; moreover, the blind groping within the grille for the safety catch release—very much an insertion of the fingers into the jaws of the beast—is messy if nothing else, for flies and dust find many a resting place within the maw of the monster.

A separate key, as sometimes used for the bonnet, is not to be applauded owing to its liability to be left on the shelf in the garage, but the release catch inside the car, and thus lockable with the locking of the doors, is as good a security method as any. But not if it leads to a cable that stretches or pulls out from its housing or to a collection of cranks and connecting rods, all of which require careful readjustment after the slightest bodywork mishap in their neighbourhood. Bonnet catches are a small part of motoring, but they deserve fair attention from designers, if only for the very good psychological reason that they are frequently in use by the owner who takes any interest at all in his car.

## K.B.E.

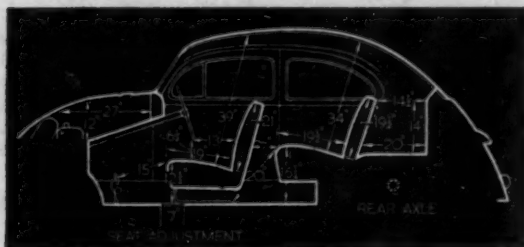
THE award of the Order of Knight of the British Empire to Mr. L. P. Lord can arouse nothing but pleasure. In the motor industry and its immediate sphere of activity Mr. Lord is something of a Churchill in his reluctance to mince words and his willingness to face unpleasant facts, and it is particularly fitting that this honour should have been conferred upon him when an administration led by Sir Winston was in power. Both are men on whom public approbation had conferred its own accolade before that Royal deed was in fact contemplated.

The career of the chairman and managing director of the British Motor Corporation—Britain's biggest vehicle manufacturing group—has been impressive. It has for many years been within the orbit of the system of which he is now the compelling force. His name became prominent with the Morris company, and for a long time he was close to Lord Nuffield at the head of the organization embracing Morris, Wolseley and M.G. In 1936 he resigned, moved over to the then rival firm towards the end of Lord Austin's active life (1938), and was there to help negotiate the merger and to welcome his old charges back into the immense fold of the B.M.C., whose ramifications extend well beyond the household car names which are most in the public eye. Under his guidance the Austin company has gone from strength to strength, and if during the last year the production figures dropped slightly from those of the year before, it was because the realist in L. P. Lord saw that a time of crisis had come with labour and faced up to a three-months' stoppage of work. How perceptive he was has been shown by the thunderclouds of industrial unrest that have now rolled up to threaten the British economy.





The sloping ends of the Volkswagen, involving some sacrifice of luggage space, and its high top gear, give it something of the character of an inexpensive sports saloon. The sloped bonnet, in particular, helps to avoid a fast, high pressure air stream and consequent drag underneath the car.



an elaborate epicyclic overdrive with switch actuation, and automatic changing down when the car is asked to pull at too low a speed, are much too costly for small popular cars.

The expedient of labelling an adequate highest ratio in a four-speed gear box "overdrive" is adopted by Citroën for their admirable 2 c.v. In spite of its tiny engine, the car will cruise happily for hours at 45 m.p.h., flat out, on overdrive, although on this gear both acceleration and hill-climbing powers are almost non-existent! This little car would become completely impractical if any attempt were made to provide it with a highest gear which would cater for a speed range which went down to 6-7 m.p.h. on that high gear, and much larger cars of the 1,100 c.c. class suffer greatly in efficiency and economy from the attempt to confer this characteristic of large cars on them. But even in the U.S.A., where cars have a vast surplus of engine power, something called overdrive is by no means unknown.

The use of a very high top gear in the four-speed gear box of the Volkswagen is one of its principal characteristics. At a modest 3,000 r.p.m. and only 1,260 ft per min piston speed, the car is cruising restfully at 62 m.p.h., more or less flat out. Acceleration testing and hard driving during *The Autocar* Road Test, which included much full-speed work on autobahnen, gave an overall 37.7 m.p.g. Top gear cannot be used much below 20 m.p.h., but there is a high third, in which gear one has great flexibility and can, if one likes, nip up to 50 m.p.h. The small gear lever is so neat, quick and easy to use that it is more like a Trafficator switch or some such control. The power, as b.h.p. per ton, is modest.

The car is no doubt helped by its clean shape, and both rolling resistance and air drag are low. Anyhow, it will fly

## FAST TRAVEL AND

An Extremely Economical 1,100 c.c. Sports Saloon is a

LATELY I have been noticing letters from overseas motorists who complain that the fairly low top gear of many small British family cars renders them less effortless and economical for fairly fast cruising than they might be, and praising the higher top gears used by some small Continental cars. In Britain, too, there is quite a large class of motorists who would like higher gears. There are business motorists, who cover thousands of miles on week-day journeys, and sporting motorists, who cannot afford our present range of genuine sports saloons. And even among the class for which small cars cater so shrewdly in their design (the people with large families who "do all their motoring on Sundays") there are some who adopt a smart cruising speed and are prepared to change down when it is desirable, and not when the car is absolutely staggering.

Indeed, there is quite a number of motorists who are put off a desirable model because it has a low top gear, possibly because there are only three gears, and top has, therefore, to be low. Admittedly, from the point of view of the motorist who drives slowly and assesses performance as low speed top gear performance, four gears in a small car are undesirable, for by the time he is forced off top, it is too late for third in a four-speed box, though not too late for middle in a three-speed box.

### Top Gear

It almost seems as though it would be desirable for alternatives to be offered in the same model: a three-speed gear box with a low top, reducing the cost of the car to a minimum, and a four-speed box with a high top. It might even be possible in the latter case to cheat, as it were, and call the third ratio "top," so that from the lazy driver's viewpoint the car would have an amazing "top"-gear performance at modest speeds, while fourth gear would be a high one labelled "overdrive, for fast cruising only." Of course,

along very economically at 60 m.p.h., and its widespread acceptance in European and overseas markets indicates that the simplicity of its design, and its high top gear, attract motorists. My experience of Volkswagens, in Britain's most congested conditions, London and the Home Counties, is that they are easy to drive and flexible in performance.

Those oddly opposite solutions to the problem of basic motoring, the Volkswagen and the 2 c.v. Citroën, have, then, these points in common—most unglamorous maximum speed ("wottle-she-do" figures) but the satisfactory ability to cruise flat out very economically.

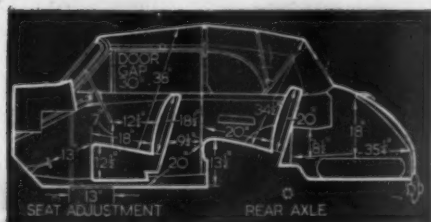
What are the gains and penalties of high top gears in small cars?

In general, a high top produces a better petrol consumption, and it may be quite a lot better. Optimum cruising economy would be produced by making the engine throb away at quite a low speed and at maximum torque—as if, from the engine's point of view in existing cars, a hill were being climbed at full throttle at a steady 30 m.p.h., while in fact it was propelling the car through a high gear at 50 m.p.h. This is, in practice, going too far. For such full throttle slogging, taking in full charges and giving them full compression, the engine would have to be rebuilt as a heavy-duty unit like a small bus diesel engine! All car engines

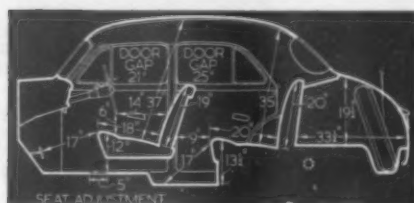
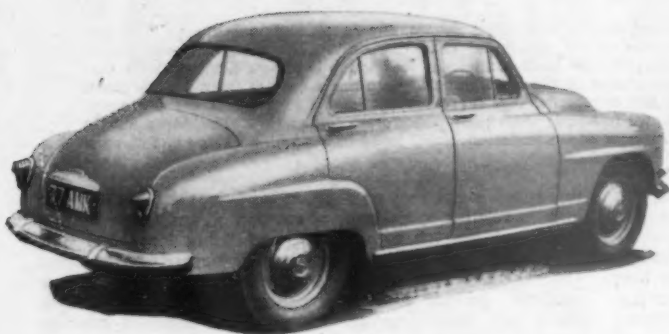
	Engine size	B.h.p. @ r.p.m.	Torque	B.h.p. per ton	Weight as tested
*Austin A.40 Somerset Coupé.	1,200 c.c.	42 @ 4,500	58lb ft @ 2,400 r.p.m.	35	24.1 cwt
†Simca Aronde ...	1,221 c.c.	45 @ 4,500	61lb ft @ 2,600 r.p.m.	40.9	32 cwt

\* Figures based on *The Autocar* Road Test, October 9, 1953. † Figures based on *The Autocar* Road Test, November 27, 1953.

Most performance factors are similar in these two cars, the Austin A.40 Somerset coupé and the Simca Aronde.



Accommodation plans and styling of the Austin A.40 Somerset coupé (upper row), and of the Simca Aronde. In accommodation, as in main dimensions, the two cars bear a close resemblance.



## SMALL CARS

Missing Link in British Models . . . . .

By J. R. DAVEY

adapted for marine work, where it is always "uphill" and the engine has to shove hard all the time, are de-rated in power and also given generous extra cooling. Nevertheless, without going so far as that, a small car can have a quite high top, and its m.p.g. on fast journeys will be better.

If a very small car is given a very small engine, other things are not to scale. Passengers and their luggage are as big and heavy as ever, many components are the same as those of a larger car, and (the passengers being unchanged) frontal area to be pushed through the air is still quite big. Nor will the driver scale down cruising speeds. If he would cruise in a Ten at 50 m.p.h., that does not mean to say that he will cruise in a Seven at  $50 \div 10/7 = 35$  m.p.h. Of course, the smaller the engine and the lighter its pieces, the less it minds high revs. But to ensure satisfactory low speed top gear performance a very small engine must be geared down a lot. One of our smallest British cars, I have noted, pulls away happily on top from as little as 6 m.p.h., so low is the gearing, and when the car cruises at 50 the engine can be heard buzzing: buzzing quite happily, at least when new, but still . . . it is buzzing.

In medium-sized cars it is often the practice to offer the same car with a  $1\frac{1}{2}$ -litre four-cylinder engine and a higher-geared 2-litre six-cylinder. In one such case it was

observed when they were driven in company, that the four was more economical when taking it quietly; they had similar m.p.g. when driven fairly smartly, and on a fast journey the six used less petrol. Those were Vauxhalls, not the current models, to which, however, the same might apply. I once mentioned in an article regarding measured m.p.g. figures, that a staff  $1\frac{1}{2}$ -litre Riley, covering a journey at a good speed, used no more petrol to do so than a Ford Prefect (1951 model): the m.p.g. of most small cars is adversely affected by hurry. Yet there are a few of the world's small cars which prove that this need not be so, and they are not necessarily those with the smallest engines in relation to their size and weight. Under the hard driving of Road Tests the old home-market Ford Anglia with Eight engine gave an overall m.p.g. much the same as that of the "export" Anglia with Ten engine.

In fact, one kind of car which will be very economical in fast driving is a model of an engine size such that it will easily propel the car through a reasonably high top gear, its capacity being such that carburation and other factors can be designed for economy; for acceleration and maximum speed will be satisfactory whatever is done. That is the Volkswagen formula. We have seen, in the medium-sized car range, one that was disappointingly greedy of petrol

	Maximum gradient top gear	Acceleration (sec) 30-50 m.p.h.	Standing 1/4 mile (sec)	Max. speed, top, m.p.h.	Max. speed, third, m.p.h.	R.p.m. @ 70 m.p.h.	M.p.g. on test	Approx. normal m.p.g. range
Austin A.40 Somerset Coupé*	1 in 13	Top, 15; third, 12.1	24.3	Mean, 70.5; best, 75	Normal, 38; best, 43	4,900	30.1 over 607 miles	26-35
Simca Aronde†	1 in 14	Top, 15.5; third, 10.4	23.6	Mean, 72.8; best, 76	Normal, 55; best, 67	4,400	35 over 725 miles	33-35

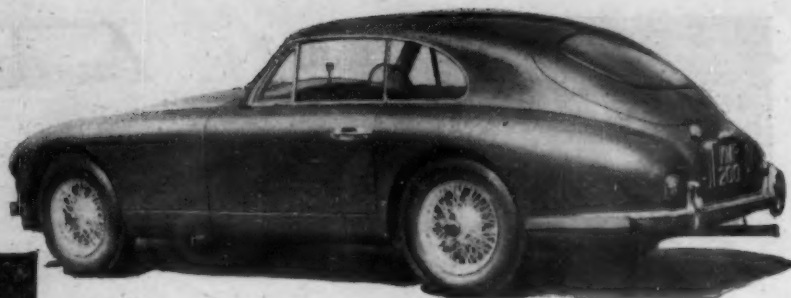
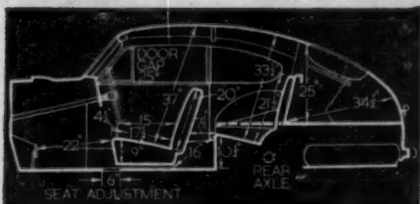
\* Figures based on The Autocar Road Test, October 9, 1953.

† Figures based on The Autocar Road Test, November 27, 1953.

The performance is similar, too, except for the Simca's remarkable speed on third gear. In normal driving the m.p.g. figures are much the same for both cars (35 and 36); but in hard driving the higher geared car is more economical (26 and 33 m.p.g.).

## FAST TRAVEL and SMALL CARS

— continued —



The layout of a true sports saloon, the Aston Martin DB 2-4. The rear seats are of an occasional character only. The distance from engine bulkhead to the back of the rear seat squab is almost identical with that measurement in the A.40, but the A.40 has a shorter front compartment with the occupants' legs more upright, and a longer rear compartment, with two full-scale seats; it is therefore a higher car. The Aston Martin "passenger accommodation box" could be used on an 1,100 c.c. chassis.

because an engine smaller than those of its rivals was "souped up" and geared down to bring the performance on a par with that of the others.

M.p.g. is *not*, repeat *not*, purely a function of engine capacity, and the reader who once asked *The Autocar* how to blank off four cylinders of his old Ford V8 so that an m.p.g. of 16 could be changed to 32 was barking up a very wrong tree!

What happens and what does it feel like to drive a small car with a high top gear, if you are accustomed to normal practice? Well, I have recently driven the Simca Aronde, and the Austin A.40 convertible. They are closely comparable cars of similar engine capacity, weight and size, and in accompanying tables some of their details are set out. Both have highly efficient overhead-valve engines of modern design, the second being the sports version of the original Austin A.40, with the Weslake cylinder head. They are both robust. They differ in having a fairly high top gear (Simca), and a normal one for this type of British car (Austin.)

The Simca (to a British motorist) is not very good at the bottom end. The lowest speed from which one can pull away on top gear at full throttle, with two persons and luggage, seems to be 20 m.p.h.; and the getaway from

this speed is not very exciting. However, third is also quite high in relation to the type of car and on entering a market town or a stretch of winding, undulating lanes one falls naturally into the Latin way; one changes down to third and stays there (in town) until the derestriction sign is reached. In fact, after passing through a county town with the Simca, forgetting that top existed, I regained cruising speed on third and changed up only when it occurred to me that the car did not seem as effortless as it had been. After all, this car will reach an extreme maximum (past peak revs) of 67 m.p.h. on third gear. One can be excused for feeling as though one were in an outstandingly lively and flexible top gear, until a stretch of open road reminds one to change up.

On top gear, high speed cruising (possible on even such a hardened artery as Britain's "Great" North Road) is a joy, being quiet and effortless. And at 70 m.p.h. the reflection occurs that when the car is flat out it is still enormously below the revs up to which it will run happily in the indirect gears. In other words, flat out is a reasonable and practical cruising speed, only 9 m.p.h. faster than one has seen on third! It is even possible that some sacrifice may have been made there by the makers in prestige—I mean a nice high "wottle-she-do" figure may have gone. The ultimate maximum might be raised by a lower top gear; the best figure is usually realized by having maximum speed at slightly past peak r.p.m. The old chain-drive Frazer-Nash Boulogne was a striking example of this in vintage days—it went faster on third than it did on top, and as far as I know is the only car ever to have been that way!

### Top Gear Flexibility

The Austin was incomparably more flexible and willing on top at moderate speeds, and I think it would be greatly preferred by nearly all American motorists and by many British. It would cruise fast, too, but not nearly so economically as the Simca, and at considerable r.p.m. The tester credited it, rightly I think, with a 55-60 m.p.h. cruising speed, though that, of course, would have to be modified when wear introduced unbalance in the engine and uneven combustion. (Not that I believe in having slow cars with low efficiency engines, so that they will be just as good when requiring maintenance and overhaul as they were when new.)

Engine life of the Austin can be excellent, and I know of one A.40 which completed 100,000 miles before major overhaul, in the hands of a man who could have anything done to it without cost to himself by lifting a house telephone. I doubt whether very high gearing would improve the model in respect of durability, and the maximum speed is much the same as that of the Simca. In practice, long life is so dependent on the care given to an engine and driving techniques that I would put gearing as a minor

The low front seats of the Aston Martin DB 2-4, from which the occupants' legs stretch out forward, permit a low roof line without inadequate head room.





factor. (But the under-engined, under-powered and under-geared "buzz box" kind of car of pre-war years had to be driven with great restraint, or it would wear rapidly or just blow up.) An over-geared car cannot be over-driven, a good point in many export markets, conducive to a reputation for reliability.

I know the Simca only as a fine modest-sized car to drive and test. I have no experience of its durability, which I would expect to be good. It would be my own choice, for I am more the business and sporting motorist and am not a family man, and I was brought up on large cars. I like that high top gear. And I like the better m.p.g. in fast driving, for it is substantially better, and the high top is (theoretically at least) the main cause of it. The smoothing off of the luggage and passenger space to provide more gradual corners, and a somewhat sleeker wing styling, might be factors, too. That is not to say that I think one a better car than the other; but I need and like a sports saloon or convertible, and not a family car.

### High Gearing

This business of having a high top gear will arouse the cynics, and there will be a chorus of opinion that the public cannot and will not change gear. I think that justifiable, if the family driver is expected to row a car about with the gear lever as if he were propelling a boat. But a high third can be used for long stretches, when a low third or middle gear means incessantly nipping back into top to avoid buzzing. I think instruction books could take care of this difficulty, and also agents' salesmen. Surely these remarks would start anybody scrabbling madly for his or her fountain pen and cheque book: "Sir (or Madam), we are travelling very rapidly, yet this sports saloon Ten, owing to its high, effortless gearing and smooth contours, is clocking up 45 m.p.g. And the instruction book tells you how to drive like this."

*("Old boy, the public don't want a top gear/roadholding/good m.p.g./easy maintenance/proper chromium/adequate dampers/good visibility/fancy Italian styling/etc., etc. They only want a big luggage locker.")*

I think solid technical advantages could also be sold to the public by advertisements. If advertising people say no, I would hint that they are too modest about their powers. They have already convinced us that we are 4ft 6in tall (if the laws of perspective still hold true), and that Ambassadors owe it to their position to have a Plain Jane Eight. As an example of what is meant, the plain and simple notice put up on the Healey stand at the London Show in 1952, when the potent 2.7-litre Healey 100 (later the Austin-Healey) was announced, will serve: "35 M.P.G. AT 70 M.P.H." it said, and it burnt into many memories with letters of fire! Nor can the enormous influence of the skilled and minority car connoisseur motorists be ignored. They have made popular successes of more than one model of solid worth but theoretically limited sales appeal. They have killed more than one bad model of initial popular appeal. And, in Britain and the U.S.A., they have reversed the popular trend of post-war curvaceous, gorgeous styling to the more elegant Latin line in both countries. Reprints of Road Tests much influence general opinion, too.



During an extended Road Test, a driver 6ft 2in tall found the Porsche most comfortable, and visibility excellent. Entry and exit were less convenient.

I have been thinking in terms of inexpensive popular cars. But there is another matter in the background.

The 1,100 c.c. car as a pure sports saloon (or four-seater convertible) is a notable gap in Britain's present fine range of cars. It would be basically the standard model, but would possibly have modified carburation and ignition timing; high gearing, certainly, at the same production cost; proper preparation of the engine as regards matching of ports and gaskets and other details; better ("export") dampers for a few shillings extra; quality head lamps at an extra cost of a few pounds (I think our top quality head lamps are the best in the world), and rear seats of a purely occasional character. These items would not greatly increase cost as compared with the family version. Desirable, but more expensive and inconvenient from the production point of view, would be different steel pressings for a body which, by having the rear seats of an occasional character, as in the Aston Martin DB2-4 or the Porsche, and by dispensing with a square tail containing an enormous luggage locker and its matching square front, could easily have a very low air resistance.

At the moment there is nothing in British cars between the stark two-seater and the "family bus." A 1,100 c.c. car is the smallest which can accommodate two really comfortable front seats for long journeys, and have a really good power to weight ratio: the front seats of the little Porsche rival, in comfort for six-footers, those of any large car. The gap in efficiency and economy between a true sports saloon for the big mileage motorist and the most sporting family car, in which accommodation has come first, is a considerable one.

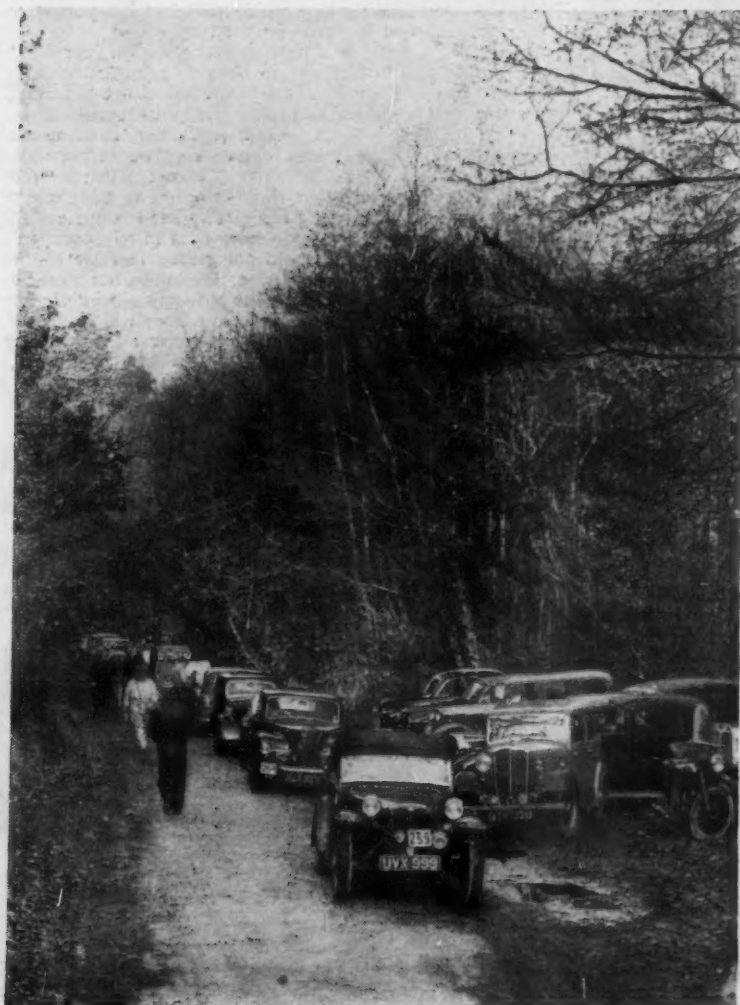


Although it is a short car and very low in overall height, the rear-engined Porsche has full head room. The little occasional seats are quite comfortable; they fold down when luggage only is carried.

Further pictures of the M.C.C.  
Exeter trial appear on page 47

The fate of many on Simms; G. N. Dear's M.G. Midget finishes the climb on the end of a wire rope. The average gradient on this part of the hill is 1 in 3½.

Queueing for Fingle; because of failures and the difficulty of removing the obstructing cars, there was a considerable hold up at this hill.



## SIMMS

### MODERN CARS FAIL

**A**N event which can claim to have been held annually, without interruption except by wars, for 30 years must indeed be popular. The first London-Exeter trial was held in 1910—43 years ago—and has since then provided an outlet for the more adventurous motoring spirits. In the past, as cars and motor cycles became more and more efficient, the M.C.C. used gradually to stiffen the route. Since the war, however, this has not been necessary. Many of the observed sections which were in use 20 years ago are still stopping modern cars. A record entry of 427 was received in 1925 and, in spite of the enormous increase in the number of sporting events and the consequent reduction in entries for each one, last Saturday's trial produced the impressive total of 302 cars and motor cycles, of which 135 were cars.

Three starting points were used—an idea introduced in 1936—and competitors converged on Honiton from Virginia Water, Kenilworth and Launceston. The scenes at the starting points of this mid-winter event always have an atmosphere of their own. The air of preparation, darkness, possible hazards of fog and ice, the heavily wrapped-up crews of open cars, the cold night air and the long distances involved, all combine to give a feeling of adventure. Human nature is not yet sufficiently accustomed to the reliability of cars to accept it by instinct. In a few generations, perhaps, it will become so, and all the adventure of travel will disappear.

The Kenilworth starters, leaving the Queen and Castle Hotel from 9.20 onwards on Friday night had, without doubt, the worst deal. Dense fog con-

tinued as far as Filton. Icy roads, which would have been hazardous at higher speeds, became the lesser evil; progress was reduced to a peering crawl, and few reached the Paradise Road House control, near Bristol, on time. The London starters had very little fog and, consequently, speeds were higher, but the icy roads needed watching.

Towards Wincanton, in Somerset, however, the ice was thawing and the roads were clear to the Camel Cross control, five miles west of Sparkford. There was no penalty for early arrival at this control and most crews had made up sufficient time during the night-run to allow for a cup of tea. L. G. Bennett was seen replacing the quart of oil that his Ford Special consumed during the night run; he was also looking for the leak. W. J. Haward was there with the Bayliss-Thomas which must know the M.C.C. trials routes so well by now as to be able to set off without a driver.

From here a further 32 miles to Honiton joined the route common to all competitors. Cars from all three starting points had covered, during the night, distances of about 100 miles each. From here the main roads were abandoned and secondary roads and lanes took competitors through some of the most beautiful country in Devon and Dorset. As a curtain-raiser

The hill was not difficult and accounted for very few failures.

The third hill, Fingle Bridge, was the first of the real "stoppers." First used by the M.C.C. in 1932, the hill is very susceptible to weather; the surface varies from a mixture of mud and stones at the foot to slippery rock outcrops at the top, over a mile away. Apart from the length of the climb there are nine hairpin corners, one or two of which are very steep. It is approached along a lane leading over Fingle Bridge itself, and it must be one of the most beautiful spots in a county famed for its beauty. The first, right-hand, hairpin had been very badly broken up with a deep gully made by the left-side wheels of the cars. The larger cars had a job to get round without using the steep bank on the outside, which C. J. Girling's Allard did without appearing in the least troubled, the left-side front wheel climbing higher and higher up the bank. The passenger in D. H. Roberts' Morris Minor bounced with great enthusiasm in a highly illegal manner. The M.C.C. trials, however, are not the needle-match type of event for large trophies, but rather gentlemen's days out, and nobody seemed to mind.

The winding nature of the hill is such that it is very difficult to clear it of failures; there is no escape road, nor is it possible

spinning wheels might have brought to the surface. Finally, when it had had a near-suit of easily acquired lunch, it had some difficulty in taking off for its vantage point! The failures on this hill were caused either by too little momentum to get round the first hairpin or, as with E. P. Salz's Ford Zephyr, a combination of small wheels and too little weight at the back. Many people did not seem to appreciate the assistance obtained by soft rear tyres and tried to climb on normal main road pressures. The XK120 Jaguar driven by the Earl of Northesk made an excellent climb, as did the works-entered team of Morgans, which rocketed all the way up. K. W. Hobbs' little 750 c.c. Renault made a good climb; with their rear-mounted engines, the weight transfer to the back wheels of these little cars seems to help their wheel grip enormously on steep hills and one sees them sailing up where more powerful cars are failing. The Ford Popular of H. G. W. Kendrick, too, was good. In the last Exeter the Prefect-engined Anglias did very well, and the Popular possesses, of course, the same good power-weight ratio and comparatively large wheels.

#### Leaves and Frost

So on to Simms, 15 miles away, with considerably fewer clean sheets than there had been before Fingle. Simms, too, was in a very difficult state, probably as difficult as it can be. The hill itself is no more than a very steep climb, a right-angled, right-hand corner and a further steep climb to the top (the average gradient is 1 in 3½, with a short stretch of 1 in 2½). But the combination of leaves, mud, thawing frost and lack of rain had made it by far the worst hill of the trial. Many cars did not reach the first corner; the surface from the "observed section begins" notice to the corner was steep and slippery, with no opportunity to build up speed. One or two managed to get well up into the straight, one of the most unlucky of which must have been W. A. G. Goodall's Morgan Plus Four, which came to a standstill ten yards from the top. Only the out-and-out trials specials—Dellows and home-manufactured cars—climbed to the top, and even some of those failed. The trac-

# VICTORIOUS

## TO MASTER EXETER TRIAL'S FAMOUS HILL

and an encourager before the breakfast stop, Pin Hill, seven miles on from Honiton, was easy. One fairly steep right-hand corner, with a loose, rocky surface, was all the hill really offered. The approach was sufficiently long to allow a build-up of speed to carry the car round the corner. A further 15 miles were covered to Exeter and breakfast. Cars were left in a parking space and buses conveyed the crews to Deller's Café, the scene of so many M.C.C. matutinal meals. Removed from their cars, there is something very much fish-out-of-water about trials' crews; there is then nothing to account for their remarkable clothes!

#### Hazards

After breakfast the trial proper began. In general the hills were more difficult than usual this year. This was partly owed to the very late fall of leaves and the fact that they still lay, almost autumn-like, on some of the hills. Lack of rain, too, had helped to leave the layer of mud and leaves intact over the rocky outcrops; it needed only the first few cars to churn up this into a surface that offered very little grip indeed, particularly on Simms Hill. The frost, too, was not sufficient to keep the ground hard.

A run of ten miles from Exeter brought the second observed hill, Windout, a loose though dry-surfaced hill climbing away from a watersplash at the foot. A delay had been caused by a motor cycle entry which had overturned and caught fire. The rider was unhurt but the motor cycle had burned cheerfully for a considerable time before extinguishers could be found.

for cars to turn round and return down the hill. There was a substantial delay here, some cars waiting in a long queue at the foot for nearly two hours. Entertainment was provided for spectators at the bottom hairpin by a robin. It sat on a tree, waiting until each car had passed, and then flew down to see what worms the



Premier award claimant W. F. Mead treats Fingle's lower hairpin as a speed hill, lifting the supercharged Dellow's right side front wheel off the ground. For the later numbers the groove in which his left side wheels are running had become considerably deeper





W. A. G. Goodall's Morgan Plus Four, one of the works-sponsored team of three cars, rounds the hairpin on Harcombe before the stop and restart test. The camera appears to have levelled off the surface!

## EXETER TRIAL . . . . . continued

tor-driven winch with its wire leading down from the summit had a very busy day.

After this, the remaining five observed hills were comparatively easy. The delay caused by Fingle and Simms had put most of the entry up to two hours behind schedule, though the speed demanded by the road section was low enough to allow several competitors to make it up completely before the finish. Stretes, 30 miles on from Simms, was a muddy, rocky climb of medium length and nearly straight. The surface at the foot was firm enough to build up sufficient speed—a most important factor on practically all of these hills—to rush the slimy or particularly soft spots. Only those who were alarmed by the ominous clanks and bangs beneath their cars, and reduced speed, failed to get up. Harcombe, an easy hill in itself, was used for a stop and restart which was laid out immediately after a sharp right-hand hairpin. There was, therefore, no opportunity to pick a dry-looking spot for the rear wheels and several cars had some difficulty in getting away.

### Mud and Rocks

Meerhay, 32 miles farther on, was extremely wet and muddy with a liberal covering of large stones and rocks. It has long been associated with the Exeter and was first used in 1929. As with so many of the hills with banks, spectators are apt to encroach on what little width there is, not realising that every bit of space is needed to control a fast-moving car on such a surface. All the trials specials sailed up without any bother, as did C. M. Kemp's supercharged TD M.G. Midget. One car came up with the horn working hard in an effort to clear the many spectators. So to Knowle Lane, just outside the village of Lodgers, in Dorset. The latter part of the entry tackled this in the dark, arriving at the foot of the hill to find the marshals directing them to the start with the aid of torches. These are the unsung heroes of the M.C.C. classics; without their voluntary assistance the trials could never be held. They turn out at frightful hours of the night in mid-winter and remain at their posts sometimes until the next night,

ushering cars to the start, sorting out delays and often pushing failures to the summit. Despite this they seem always to have a friendly word for each crew. Knowle Lane's surface was comparatively dry, running between very high banks. The hill was not difficult and only the too tentative failed to reach the top. A further 13 miles took the procession to Dorchester and on through Waddon Cross where a signpost pointed to Clouds Hill. The tragic circumstances of the death of T. E. Lawrence came to mind; it was here that he lived and from here that he set out on his last fatal journey. Though the name Brough Superior no longer appears in the entry lists, many older competitors must have had it in mind as they passed the signpost.

Finally Cucknowle Hill, 20 miles from Dorchester, with its stop-and-restart test. The surface is more like that of the club's West Cornwall hills, dry, rutted, stony and loose. It climbs in open Purbeck country, unlike the majority of Exeter hills which are situated in woods. The hill is steep and the torches used by the mar-

shals at the stop and restart looked, from the foot, as though they were floating in mid-air. The restart was on loose stones and a time limit of three seconds was allowed in which to move off. This test, the last of the trial, proved very difficult and many cars remained stationary with wheels spinning. After the restart the hill climbed away round a rocky bend on which several of the lower saloons grounded. So on to Creekmoor, the final check, 13 miles from Cocknowle, with a further seven miles to the finish at the Grand Hotel, Bournemouth.

As ever, it was a good trial—people have said that following 30 successive Exeters. Hopes of a premier award and of the coveted triple award—for obtaining premiers in the Exeter, Land's End and Edinburgh—had been sadly dashed for very many by Simms and, for one or two, by Cocknowle's stop and restart. Weather had in general been good, except for the Kenilworth starters, though for the last 30 miles or so to the finish the later numbers had fairly thick fog.

**Non-starters:** M.G. TD (C. M. Kemp), Delow (A. Squillario), Delow (M. H. Delingpole), Delow (W. S. Bennett), Delow (L. W. Morris), M.G. (P. Spellman), Morris Minor (L. J. King), Healey (Miss S. M. R. Harradine), M.G. TD Midget (W. G. Gibson), H.R.G. (E. H. Dennis), Morgan Plus Four (L. Griffiths). Total: 11.  
**Retired:** Morgan (R. P. Huxham), G.W.S. (G. Wood), Morris Cowley (N. J. L. Harris), H.R.G. (J. H. Leigh), Alvis (B. H. Thompson), G.R.S. Special (G. R. J. Stevens), Aston Martin (C. H. Campbell), Ford Zephyr (J. P. Booth), A.C. (D. E. Lawrence), M.G. TC (Miss J. A. Ritch), Sunbeam-Talbot (D. P. Davis), Citroën (W. T. Harris), Austin (J. Appleton), Vauxhall (L. O. Nicholls), Sunbeam-Talbot (B. Brown), Ford Special (D. Clare), Ford Special (E. P. Taylor), Morris Cowley (J. S. Bacon), A.F.S. (S. D. Guttridge), Morris (D. P. Stockwell), Vauxhall (A. B. Napper), M.O. TC (S. J. Broad). Total: 22.



Good performances on Fingle were made by J. Cuff's Ford Popular (above, right) and K. W. Hobbs' little 750 c.c. Renault with rear engine. Examples of the latter car have been featuring regularly in the awards lists of M.C.C. events over the past two years.



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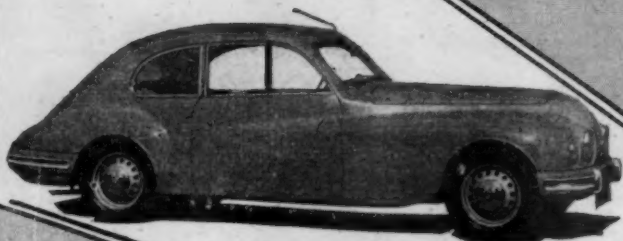
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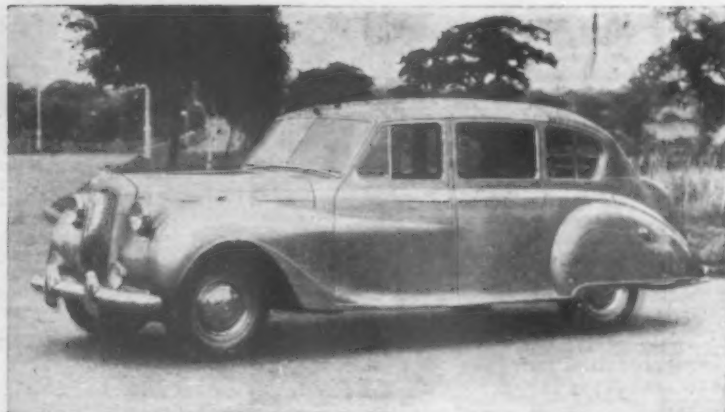
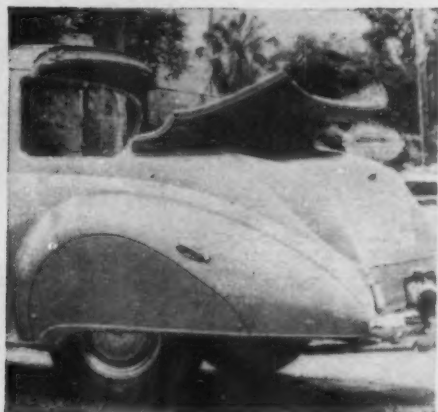
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## News and Views

### L. P. Lord Honoured

IN the list of New Year Honours is included Mr. Leonard Percy Lord, who becomes a Knight of the British Empire (K.B.E.). Mr. Lord is one of the most remarkable men in the history of the British motor industry, and is chairman and managing director of the British Motor Corporation, which includes the Austin



Mr. L. P. Lord

company and the Nuffield Organization. Reference to this recognition is made on page 33.

For political and public services in Spen Valley, Yorkshire, Col. William Charles Fenton becomes a Knight Bachelor. Col. Fenton is managing director of the British Belting and Asbestos Co., Ltd.

### Export Level Healthy

LAST October the value of British car exports was 8,600,000, making a total for the first ten months of 1953 of £88,700,000. In the corresponding period of 1952 the figure was £97,600,000. However, statistics issued by the Society of Motor Manufacturers and Traders show that the number of cars exported during

the past few months was considerably greater than in the corresponding period of the previous year, the recovery following a period when car exports were well below those of early 1952. It seems that when final returns for the year are available they may show that the 1953 total was equal to that of 1952.

### Triumph Price Increase

AN increase has been made in the price of the Triumph sports car from a basic figure of £555 to £595. The purchase tax is £249 0s 10d.

The £40 increase has been found necessary to keep the price in line with the

developments made since the prototype was first shown. Volume production is proceeding.

### Sir John Black Retires

WIDESPREAD regret is felt at the necessity for Sir John Black to relinquish his position as chairman and managing director of the Standard Motor Co., Ltd., also his membership of the board. The retirement is the result of the road accident in which Sir John was involved last November, and the loss to the company and the industry of this powerful personality is considerable; he is 59 years old.

### "THE AUTOCAR" ROAD TESTS — Ever-growing Importance Stressed by Reader Interest and Met by Recently Increased Space Allotment

READERS' continuous interest in *The Autocar* Road Tests is demonstrated by letters daily. Many of them at this time of year enquire when various new models will be dealt with in this way. In the ideal it would be this journal's wish as well as that of its readers to publish Road Tests in quick succession of all the new models appearing at the previous Earl's Court Show. For a variety of reasons, inevitably controlled by the manufacturers, the latest and most interesting cars do not necessarily become available at once for Road Test purposes. Not infrequently, as might be expected, new or modified models are rushed into the London Show in the autumn but may be subject to modifications before they come into production; or there may be other causes of delay in production starting and therefore in availability for Road Test. The position is similar each year in a greater or lesser degree.

Readers can be assured that their impatience to see Road Tests of all that is new is shared and that this so long-established and respected feature of *The Autocar* receives constant close planning. Since the last London Show Road Tests published in *The Autocar* of popular and

new cars have included the Austin A30 two-door saloon (December 4, 1953); the Ford Popular (January 1); Bentley sports saloon with automatic transmission (November 6, 1953); and the long-awaited Triumph TR2 sports model (January 8). Others will follow at the first opportunity.

The serious and specialized treatment of Road Tests peculiar to this journal does not require emphasis, but the importance attached to this feature has now been further stressed, as readers have not failed already to observe, by a one-third increase of space which took effect in the first issue of the New Year—from the three pages devoted to each car for some years past to four pages. This issue contains two such further full-scale Road Test articles.

The increased space has not been devoted to the already comprehensive tabulated information but to the commentary and to illustrations bringing out still more clearly important features of the cars that affect the driver and passengers. The opportunity has been taken of reverting to a former practice of indicating size of car, by scaling a side view into a road background, whereby comparisons may be made. This is more than ever necessary with cars of current shapes. This added



## NEWS and VIEWS . . . continued

importance given to the feature is bound to be appreciated both at home and by the journal's ever-increasing volume of readers overseas.

In the next issue, dated January 15, will appear the annual high spot of the analysis of *The Autocar* Road Tests, an article of several pages, incorporating also the customary table summarizing performances of the cars tested during 1953. This is a feature widely kept for reference throughout the year. Copies of the Road Tests, 1953, book (containing reprints of 30 of *The Autocar* Road Tests, together with a valuable introduction on the significance of the test results to a potential buyer), are still available from these offices and from some booksellers, though stocks are now running very low (price 5s, or 5s 4d by post). The similar book of 1951 Road Tests from *The Autocar* is still available from the publishers, at these offices (price 5s, or 5s 4d by post), but the edition covering the 1952 Tests is now out of print.

### American Fords for 1954

TWO new engines are the outstanding feature of the 1954 U.S. Ford range. They are a 130 b.h.p. V-eight with overhead valves and a new six-cylinder in-line unit developing 115 b.h.p. They are picturesquely named, for obvious reasons, the Y-block/V-eight and the I-block Mileage Maker Six—the latter because economy is the chief claim for the smaller unit. The other technical change of note is the substitution of ball-joints at each end of a vertical member arm for the normal kingpin in the front suspension. Although Ford publicity gives this the title of "innovation," ball-joints in this application are by no means new.

The new engines are over-square—that is, the bore is greater than the stroke; the V-eight has a compression ratio of 7.2 to 1 and the increased b.h.p. figures over those of the previous power units show that Ford is not going to be left out of the American power race.

There are two new body styles: the Skyliner, a hard-top version with a panel of tinted transparent plastic over the driving compartment and the Sunliner convertible, which also has a transparent plastic panel over the front seat. A two-door version has also been added to the station wagon range.

There are various small styling changes, inside and outside, and the availability of optional Ford features is almost infinite; either engine is available in all 28 models; there are 156 exterior and interior colour combinations and, more important, power steering, servo-assisted brakes, power-adjusted front seat and power-lifted windows may also be specified as optional extras, while the Fordomatic automatic transmission is, of course, equally available in all models.

### The Law in 1954

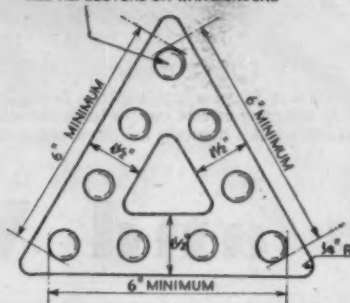
AMONGST ten regulations concerning motor vehicles which came into force on January 1 are two of importance to all car owners. They are the legalizing of flashing indicators (given in full on page 29 last week) and the permanency that has been given to the law that requires a vehicle stationary by the roadside at night to be facing in the correct direction; that is, so that an approaching driver cannot be confused by white lights on his

left or a red lamp on his right-hand side.

Other regulations concerning cars and caravans are as follows: Caravan lavatory and braking regulations are modified; a new trailer plate is introduced and after December 31, 1957, the existing T-plate will no longer be authorized; certain braking requirements of broken-down vehicles under tow are modified, and the 60ft limit of a car and trailer is revoked.

The full text of the amendments to the law is contained in Statutory Instrument, No. 1872, 1953, which costs 6d from H.M.S.O.

RED REFLECTORS ON WHITE GROUND



From January 1, 1958 trailers will use this sign instead of the familiar "T."

### New Year Packards

ANNOUNCEMENT of the 1954 American Packards was made on January 1, and the New Year prize packet contained two innovations—a new engine and a new series of models to complete Packard coverage of the price field.

The new engine develops the tremendously high power of 212 b.h.p. and has a

compression ratio of 8.7 to 1. With a bore of 90.6 mm and a stroke of 114.3 mm the capacity of the unit—a straight eight—is no less than 5.9 litres. Maximum power is developed at 4,000 r.p.m. and maximum torque is developed at a somewhat lower point than previously.

The new range of cars is in the Clipper line (Packard have two lines—Packard and Clipper) and is called the Super Series. There are two models—the Panama, a hard-top design, and a four-door saloon. Detail styling changes have been made throughout the range, although Packard are careful to maintain continuity of appearance in the high-price category; a new body style in this category is the Pacific hard-top. Packard prices range from \$2,500 to \$6,900.

### G.M. Gas Turbine?

RUMOURS are circulating to the effect that a turbine-driven car will be shown by General Motors of America at the Motorama exhibition which shortly goes on tour in the U.S.A.

### Morris Oxford Engine

ON January 4 a London newspaper stated that the Morris Oxford engine was to be discontinued, and that the car would be fitted with the Austin A.70 engine. This has been officially denied by the Nuffield Organization, who say that the Morris Oxford is to continue unchanged.

### Car Mart in Rhodesia

NEGOTIATIONS have now been completed for the acquisition by Car Mart, Ltd., the largest Austin distributors in Great Britain, of a controlling interest in businesses in Northern and Southern Rhodesia. The companies are Proctors Garage, Ltd., of Broken Hill, Northern Rhodesia, and Neill Motors, Ltd., of Bulawayo, Southern Rhodesia, both of which have several branches.

### B.M.C. CHANGES

A NUMBER of staff changes has taken place within the British Motor Corporation. Mr. A. V. Oak, director and chief engineer of Morris Motors, Ltd., has, at his own request, been relieved of his heavy routine responsibilities, including his directorship, for health reasons. He will be available, however, as technical consultant. He joined the Wolseley company in 1907 and was transferred to the headquarters of the Nuffield Organization in 1936.

The chief engineer of Morris Motors, Ltd., Mr. G. M. Palmer, is now group body and chassis designer, responsible for both Austin and Morris designs, and he will be appointed a local director of Morris Motors at the next board meeting. Mr. Palmer first joined the design section of Morris Motors in 1938. Mr. J. R. Woodcock, O.B.E., will also be appointed a local director at the next meeting. He has been appointed assistant to the Morris Motors vice-chairman, Mr. R. F. Hanks. Following Mr. Woodcock's new appointment, Mr. R. E. T. Crouch has been appointed senior production executive at Cowley, in addition to retaining his position as works manager.

The general sales manager of Nuffield Exports, Ltd., Mr. G. C. Tuck, has been appointed director and general manager of the Austin Motor Export Corporation, and is succeeded by Mr. L. A. Beare, who was European representative of Nuffield

Exports. Mr. E. S. Lord has been appointed production supplies manager at Cowley, and is succeeded as works superintendent by Mr. G. A. Walker.

Apart from Mr. Tuck's appointment there are other changes within the Austin company. Mr. J. R. Edwards has been appointed works director, and in addition will be available for advice to the manufacturing companies of the group. He is succeeded as general works manager by Mr. G. A. Durant, who was previously the chief buyer. In addition to his position as managing director of the Austin Motor Export Corporation, Mr. J. F. Bramley becomes a local director of the Austin company in charge of home and export sales and service.

Mr. C. S. Buckley, home sales manager, will retire on March 31, at which time he will be succeeded by Mr. W. R. Penrose, who is serving, meanwhile, as his assistant. Mr. J. R. Rix relinquishes his duties as a local director and technical manager of the Austin company to become director in charge of research and development for the group.

Mr. W. Appleby, who has been in charge of Austin engine design, has been appointed chief designer, engines and gear boxes, for the group, and Dr. J. H. Weaving, Ph.D., who up to now has been in charge of research, will now confine his activities to the development of gas turbines.



The sports Triumph has simple functional lines and weight is reduced to a minimum by eliminating unessential plated fittings. Bright protective stone guards are attached to the leading edges of the rear wings. When enclosed the car has trim, businesslike lines, and both the hood and the sidescreens fit well. Zip-fastened openings are placed towards the bottom of the sidescreens, allowing the signalling flaps to be clipped down in position from inside the car. External hinges are used for the luggage locker, and the fuel filler cap is placed centrally behind the rear window.

## The Autocar ROAD TESTS

### No. 1518: TRIUMPH TR2 SPORTS TWO-SEATER



POST-WAR production of the Triumph Division of the Standard Motor Company consisted initially of two versions of the Triumph 1800, a knife-edge saloon and a roadster, both cars being able to seat up to five, although in the roadster two persons were carried in occasional seats in the luggage locker. Later, 2-litre power units, similar to the Standard Vanguard engine, were fitted to both these models. The roadster was a car of sporting character with many of the refinements associated with a drophead coupé and not an out-and-out sports car like the latest model to be produced by the company, first introduced at the 1952 London Show, but only lately coming into production, which is the subject of this test.

The recessed radiator grille gives the car a distinctive frontal appearance. The head lamps are flared into the front body panel, and separate side lights are fitted. Deep over-riders are attached to the front bumpers.



In the main, the type of person to whom a sports car appeals is the enthusiastic and often youthful driver. He wants a car with performance, yet he often has very little money to pay for it. There are a number of models that would perhaps fully meet his requirements if only he could afford the price, while those cars that he can afford do not have the performance that he desires. The sports Triumph not only provides an outstanding performance but it is also particularly good value for money as regards both initial purchase price and running costs, as a glance at the fuel consumption figures will show. Bearing in mind that a figure of 124 m.p.h. for the flying mile was obtained with a car in speed trim in demonstration runs on the Jabbeke road early last summer, this journal eagerly awaited the opportunity of trying out a car in standard trim in order to measure the performance obtainable without the use of items such as an undershield and metal cockpit cover.

Results were in no way disappointing. From a flying start the car tested attained its maximum speed over a test distance of two miles with hood up and sidescreens in position. Over this distance no increase in maximum speed was obtained by using the overdrive, although it is possible that the absolute maximum on overdrive might be higher given an unlimited stretch of straight level road. The car was also tested with the hood down and sidescreens removed but with the normal windscreen in position, and in this trim a mean speed of 99 m.p.h. was obtained, showing, as would be expected, that the car is slightly slower when open unless the windscreen is removed and a full tonneau cover fitted.

There are very few cars indeed that have a mean maximum speed of well over 100 miles an hour in standard trim and at the same time sell for about £600 basic price, and register an overall fuel consumption of 32 m.p.g. From

## ROAD

## TEST . . . . .

. . . continued

A rubber strip attached to the top of the windscreen frame provides a satisfactory seal for the front of the hood. The interior is well laid out, and the fascia panel and insides of the doors are covered with plastic material. A useful grab handle is placed above the lockable fascia compartment.



these few items of performance it might be thought that this is one of those cars where everything has been sacrificed in the interests of performance, but this is not so, for good as this is, the TR2 is by no means stark. In fact, it is very well finished and equipped, and creates the impression even after only a brief acquaintance of being a well-balanced car that has that satisfying "all in one piece" feeling, an impression that grew as experience with the model increased.

Based on the well-known Vanguard engine, the power unit for the Triumph is of a slightly smaller capacity to bring it within the 2-litre class. It has a higher compression ratio, a different camshaft with modified valve gear, and is fed by two side draught S.U. carburettors. In this form it develops over 45 b.h.p. per litre, so that when fitted in this light two-seater it has 81 b.h.p. per ton laden. The engine is smooth and has a satisfactory degree of silence, although there is a little valve noise—the silent valve gear used in the Standard Vanguard is not employed for this sports model. On first grade fuel some slight pinking is noticed when the engine is pulling hard, but this is not excessive. There is no noticeable flat spot in the carburation, and the acceleration generally is very clean; the unit responds very well to the throttle.

### Overdrive

The model tested had an optional extra in the form of the Laycock-de Normanville overdrive unit which is applied to top gear only (the ratios are such that there would be little advantage in using the overdrive on third gear); overdrive engagement is effected electrically. The clutch is both smooth in operation and well able to stand up to fast gear changes without undue slip. It has an hydraulically operated withdrawal mechanism. The pedal is comfortably light and at the same time does not have an excessive amount of travel.

In keeping with the character of the car, a central remote control gear lever is used; it is very well positioned in relation to the steering wheel and has a particularly easy and positive movement from gear to gear. It is a robust mechanism, well able to cope with full-throttle changes. The synchromesh provided on top, third and second gears of the four-speed box is effective and not easily beaten when fast changes are made. The overdrive switch is conveniently placed on the fascia, where it can be operated by

the driver's right hand. The change up into overdrive is quite smooth, but a slight jerk is noticed when a change down to direct top gear is made, unless the clutch pedal is lightly operated.

One of the outstandingly important things about a sports car, of course, is the way it handles. There is little point in having a high power output and low weight if the car does not also behave well; in this direction the Triumph earns full marks. It has a nicely balanced feel which quickly inspires confidence. The suspension is sufficiently soft to provide a comfortable ride, yet at the same time it does not permit excessive body movement, and there is noticeably little roll on corners.

The car tested was fitted with Dunlop Road Speed tyres and it is recommended that the standard pressures of 22 front and 24 rear should be increased for high speed work; consequently, pressures of 30 lb per sq in front and 36 lb rear were used for the high speed runs. For the acceleration figures the tyres were set at 26 front, 30 rear, and the car was also driven for some distance on the road with the tyres set at this pressure. Compared with the standard settings, this increase in pressure produced a slightly harder ride and at the same time made the steering feel a little lighter.

The general layout of the car results in a slight amount of understeer which further increases the general directional stability. Roadholding on corners is particularly good, no matter whether they be fast, open bends or sharp curves. Roadholding is also very good on wet surfaces. In keeping, the steering is very positive; there is an ample lock, and 2½ turns of the steering wheel from lock to lock enable a quick change of direction to be made without excessive wheel turning. The system is light, yet it has an accurate feel so that the driver knows that he is in contact with the road, yet no appreciable road shock is transmitted back through the steering wheel to the driver's hands.

The hydraulically operated brakes have two-leading shoes at the front; they are very powerful, and under test conditions recorded a particularly good efficiency. Under the strenuous conditions imposed during the actual performance testing, where repeated brake applications occur at very frequent intervals, the rise in brake temperature made it necessary to apply increased pedal pressure, but there was no suspicion of loss of balance, and, if the brakes were applied hard, perfectly straight black lines could be produced on the road surface. The hand brake lever, too, is



effective; it is mechanically coupled to the rear wheels and fitted with a fly-off type of ratchet. Over the test mileage there was no noticeable increase in pedal travel, although there was a slight tendency for the brakes to squeak at times with light pedal pressure.

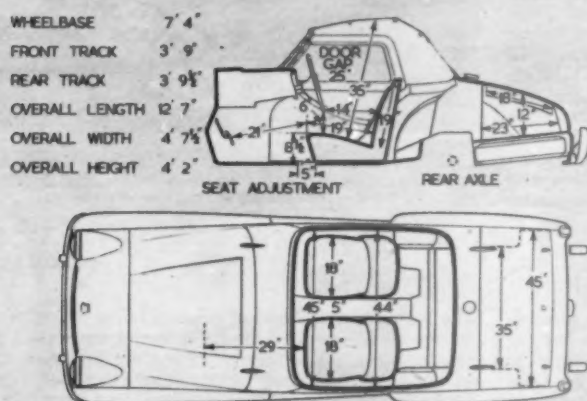
Apart from a healthy but not unpleasant bark from the exhaust over a limited speed range around 2,400 r.p.m., the car is generally very quiet. There is a little engine noise but the rest of the mechanical components are quiet. There is very little wind noise and the weather equipment does not flap from the effects of wind. The car is also free from vibration.

In order to obtain the best results from the horse power available it is necessary to reduce the frontal area of a car as much as possible, and, if this is carried to the extreme, it might adversely affect the general passenger comfort. In the Triumph, in spite of the frontal area of 15½ sq ft with

the hood up, the passenger and driving compartment are not unduly cramped; in fact, there is a surprising amount of space. Driving comfort is important in any vehicle but it is particularly important in a sports car, especially if it is to be used for competition purposes—no one would expect a cricketer to perform well if he were given a bat two sizes too small for him! In spite of the compact overall dimensions of the Triumph, drivers of most sizes can be comfortably accommodated in it.

Both seats have a useful range of adjustment, and the relationship between steering wheel and pedals is very good. The seats themselves are well upholstered and give good support, although it would be better if there were a little more clearance between the driving and passenger seat. If the passenger seat is placed closer to the toe-board than the driving seat, the back rest tends to get in the way of the driver's left arm, but this matter is being attended to on

## TRIUMPH TR2 SPORTS TWO-SEATER



Measurements in these 1/16 in to 1/8 in scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

### PERFORMANCE

#### ACCELERATION: from constant speeds.

Speed Range	Gear Ratios and Time in sec.				
M.P.H.	3.63	3.7	4.9	7.4	12.5
	to 1	to 1	to 1	to 1	to 1
10-30	..	..	9.4	7.1	4.5
20-40	..	12.1	9.3	6.7	4.3
30-50	..	12.3	9.3	6.6	4.8
40-60	..	12.8	9.5	6.9	..
50-70	..	14.5	10.4	7.8	..
60-80	..	16.7	11.4	..	..
70-90	..	22.1	14.5	..	..

#### From rest through gears to:

M.P.H.	sec.
30	3.6
50	8.2
60	11.9
70	15.9
80	22.3
90	31.5
100	51.9

Standing quarter mile, 18.7 sec.

#### SPEEDS ON GEARS:

Gear	M.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	(mean) 103.5 (best) 105	166.5 169
3rd	65-78	105-126
2nd	42-50	68-80
1st	22-30	35-48

#### SPEEDOMETER CORRECTION: M.P.H.

Car speedometer:	..	..	..	10	20	30	40	50	60	70	80	90	100	110	111
True speed:	..	..	..	12	20	29	38.5	48.5	57.5	66.5	76	85.5	95	104	105

TRACTIVE RESISTANCE: 20 lb per ton at 10 M.P.H.

#### TRACTIVE EFFORT:

	Full (lb per ton)	Equivalent Gradient
Overdrive	195	1 in 11.4
Top	245	1 in 9.1
Third	330	1 in 6.7
Second	500	1 in 4.4

#### BRAKES:

Efficiency	Pedal Pressure (lb)
98 per cent	120
83 per cent	80
43 per cent	30

#### FUEL CONSUMPTION:

32 m.p.g. overall for 173 miles. (8.8 litres per 100 km.)  
Approximate normal range 28-38 m.p.g. (10.1-7.4 litres per 100 km.)  
Fuel, First grade.

WEATHER: Fine; dry surface, slight wind.  
Air temperature 48 deg F.  
Acceleration figures are the means of several runs in opposite directions.  
Tractive effort and resistance obtained by Tapley meter.  
Model described in *The Autocar* of October 24, 1952.

### DATA

PRICE (basic), with two-seater body, £595.  
British purchase tax, £249 0s 10d.  
Total (in Great Britain), £844 0s 10d.  
Extras: Heater £10 0s 0d.  
Overdrive £40.  
Leather upholstery £12.  
Dunlop Road Speed tyres £6.

ENGINE: Capacity 1991 c.c. (121.5 cu in).  
Number of cylinders: 4.  
Bore and stroke: 83 x 92 mm (3.26 x 3.62 in).  
Valve gear: Overhead; push rods and rockers.  
Compression ratio: 8.5 to 1.  
B.H.P.: 90 at 4,800 r.p.m. (B.H.P. per ton laden 81).  
Torque: 116.6 lb ft at 3,000 r.p.m.  
M.P.H. per 1,000 r.p.m. on top gear, 20;  
Overdrive 24.5.

WEIGHT: (with 5 gal fuel), 18½ cwt (2,100 lb).  
Weight distribution (per cent): F, 52; R, 48.  
Laden as tested: 22½ cwt (2,500 lb).  
Lb per c.c. (laden): 1.25.

BRAKES: Type: F, Two-leading shoe; R, Leading and trailing.  
Method of operation: F, Hydraulic; R, Hydraulic.  
Drum dimensions: F, 10in diameter; 1½in wide. R, 9in diameter; 1½in wide.  
Lining area: F, 87.5 sq in. R, 60.5 sq in (145 sq in per ton laden).

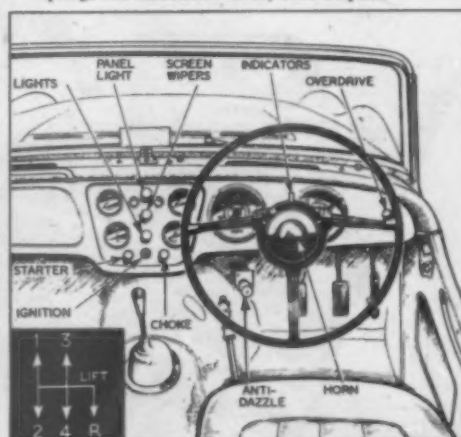
TYRES: 5.50-15in.  
Pressures (lb per sq in): F, 22; R, 24 (normal).  
F, 26; R, 30 (for fast driving).

TANK CAPACITY: 12.5 Imperial gallons.  
Oil sump, 11 pints.  
Cooling system, 13 pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 32ft 0in (L and R).  
Steering wheel turns (lock to lock): 24.

DIMENSIONS: Wheelbase: 7ft 4in.  
Track: F, 3ft 9in; R, 3ft 9½in.  
Length (overall): 12ft 7in.  
Height: 4ft 2in. (hood up).  
Width: 4ft 7½in.  
Ground clearance: 6in.  
Frontal area: 15½ sq ft (approximately).

ELECTRICAL SYSTEM: 12-volt; 51 ampere-hour battery.  
Head lights: Double dip; 60-36 watt bulbs.  
SUSPENSION: Front, Independent, coil springs and wishbones. Rear, Half-elliptic.



future production cars. The relationship between the brake and throttle pedal enables heel and toe gear changing methods to be adopted, and the dip switch provides a rest for the driver's left foot. The hand brake lever is placed on the right-hand side of the central tunnel which encloses the gear box; in consequence it protrudes into the driving compartment and tends to get in the way of the left leg of a big man. It is very well placed for convenient operation.

With the hood erected there is a satisfactory amount of head room even for a fairly tall driver, and from the driving seat the forward visibility is very good and the head lamp cowls and both front wings can be seen. The windscreen pillars are very slender and do not tend to cause a blind spot. With the side screens erected the all round visibility is quite good, but it would be better if the rear window area were increased to cut down a blind spot caused by the rear quarters of the hood. The mirror is well placed so that it does not mask a large area of the screen, and at the same time it provides a satisfactory rear view.

To prevent reflections in the windscreen, the steering wheel has a black rim and the arrangement of the T spokes permits a clear view of the speedometer and tachometer mounted in the fascia panel in front of the driver. Other instruments, which include an ammeter, fuel, and water temperature and oil pressure gauges, are mounted in the centre of the fascia together with the control switches. All the instruments are effectively illuminated, and the position of the fascia, which is set back underneath the scuttle, reduces the reflection caused in the windscreen at night. However, some reflection is caused by the bottoms of the dials placed in front of the driver. Twin wipers pivoted at the bottom of the screen cover a wide area of the glass, and the arcs of the blades overlap so that the whole of the central



As well as a central rear light which also illuminates the number plate, twin rear lights with flashing direction indicators are built into the rear wings.

## ROAD TEST . . . . . continued

portion of the windscreen is kept completely cleaned.

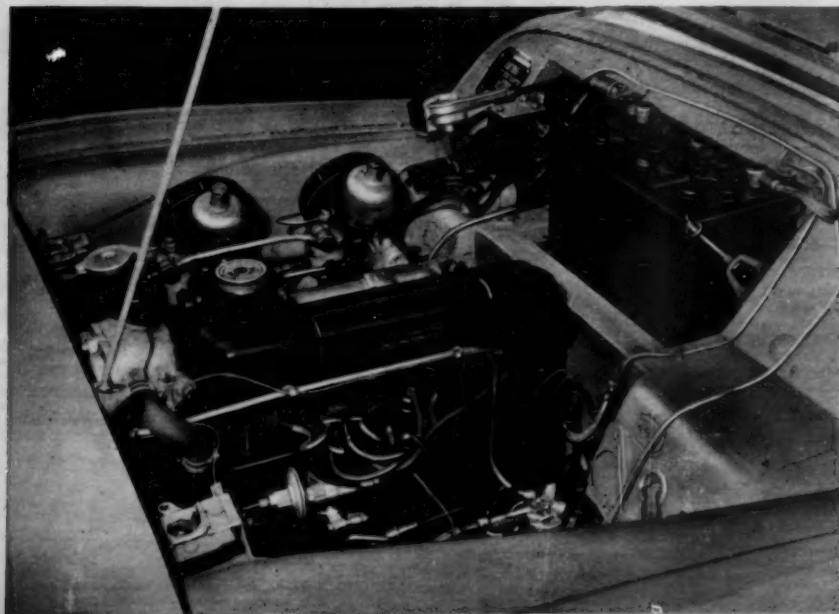
Both doors are well fitting and free from rattles, but the bottoms of the doors do not have sufficient clearance to enable them to be opened when the car is parked close to the kerb. The interior of the car is well trimmed and nicely finished. Pockets are provided in both doors and there is a lockable compartment on the passenger side of the fascia panel. Another useful fitting is a grab handle placed just above this locker. The hood is made of plastic material, it fits well and is easily dismantled and erected. With all the weather equipment in position the car does not leak water around the joints of the side screens and hood, but there is a certain amount of draught when it is driven fast; this is not excessive and could easily be offset by the addition of normal heating equipment, which is available as an optional extra.

Apart from the rear luggage locker there is also a useful space behind the seats which could accommodate a suitcase.

The main locker itself is of a useful shape and of reasonable proportions, bearing in mind the size of the car. A separate compartment below the locker is used to house the spare wheel. The fuel tank, located above the rear axle, has a central spring-loaded filler cap, and can be filled quickly without blowing back. It is provided with an overflow pipe. With its capacity of 12½ gallons it gives a particularly useful cruising range.

The double dip head lamps provide a useful main beam range and give a satisfactory spread of light in the dip position. A winking type of direction indicator is used on this model, and it would be better if the indicator lights were brighter. Starting from cold was at all times very good, and the spring-loaded choke control could be released almost immediately the engine had fired. Thirteen points on the chassis require lubrication with a grease gun at intervals of 1,000 miles. Two jacking points are provided, one on each side of the frame, and to gain access to these it is necessary to remove rubber bungs fitted in the floor in front of the seats.

The sports Triumph is particularly good value for money. It has a fine performance and it is also very economical on fuel. Added to these qualities, it is fun to drive.



The engine is very accessible for minor routine adjustments. The battery is placed centrally in a well in the bulkhead, and the windscreen wiper motor and electrical regulator unit are placed on the right-hand side of the car, near the hydraulic unit which contains the master cylinders and reservoir for the brakes and clutch withdrawal mechanism. A combined breather and oil filler cap is mounted on the front of the valve rocker cover, just behind the radiator filler cap.

# DAY AND NIGHT . . . . .

A full report of the M.C.C. Exeter Trial appears on pages 38-40

Right : Several of the later numbers finished the course well after dark. Here, D. G. Dixon's Jowett Javelin climbs Stretes at 5 p.m. with four more hills yet to climb.

Below: A. D. Newman's TD M.G. Midget in the stop and restart test at Harcombe Hill.



Above : Probably the most gallant effort of the very many failures on Simms was by P. A. Barker's Frazer-Nash, greatly assisted on the slimy surface by the car's solid rear axle.

Left: The Morgan Plus Fours of P. Norgard, E. W. James and P. Garnier climbed steadily up Fingle. Here is Peter Morgan's own car, driven by Peter Garnier, of *The Autocar*, nearing the top.

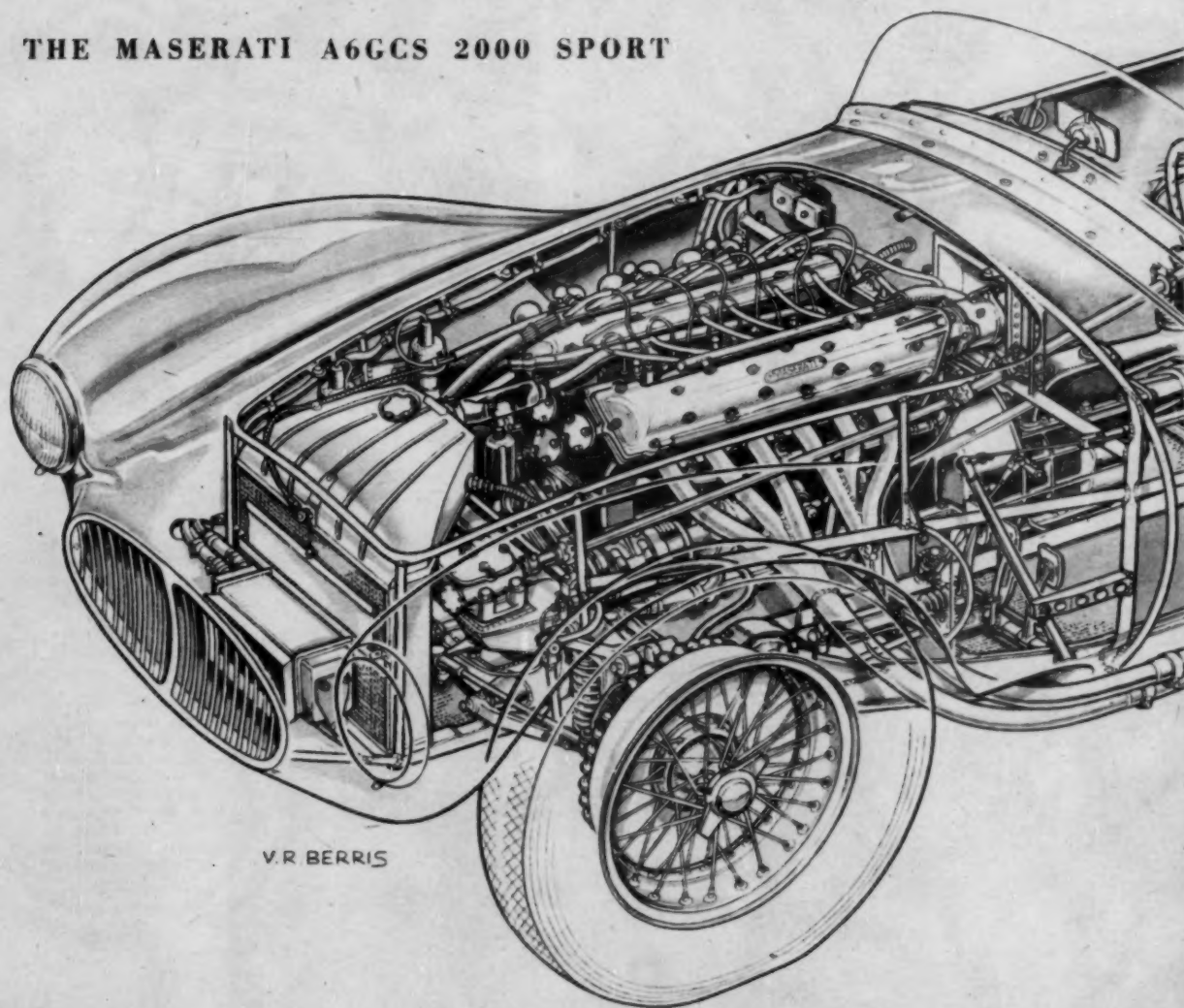




INTERESTING  
COMPETITION CARS

## Outstanding Italian Sports Car

THE MASERATI A6GCS 2000 SPORT



MANY enthusiasts will already have seen, at Goodwood, Castle Combe and Snetterton, towards the end of last season, a beautiful new Maserati sports car in the hands of Roy Salvadori. This car, of the latest type, is the property of enthusiastic 44-year-old S. G. Greene, director of the Gilbey Engineering company (which manufactures precision components for—among other things—car suspension dampers and fuel-injection equipment), and his co-director, Norman Osborne. Although Sydney Greene is himself debarred from active racing by the loss of one arm, he is determined to run a racing team, and eventual plans include the manufacture of a Grand Prix car to carry the colours of this country in international competition. Meanwhile, to build up the organization and gain experience, he has imported the Maserati sports car, which is shortly to be followed by a 2½-litre formula 1 G.P. machine from the same factory. Roy Salvadori will once more drive for the team, and a very full programme of both sports and racing car events is envisaged.

The sports Maserati is a very interesting machine, and is in basic design but little different from the 1953 formula 2

The engine is a six-cylinder, slightly over-square in bore-stroke ratio (76.5×72 mm, giving 1,988 c.c.); the cylinder block and crankcase are cast in light alloy, as is the detachable cylinder head. Dry cast iron liners form the cylinder bores. The steel crankshaft is carried in seven main bearings, and the connecting rods, with H-section stems, are of nickel-chrome steel. The compression ratio is 8.5 to 1. The combustion chambers are hemispherical, the inclined valves being actuated from the twin overhead camshafts through pivoted finger. Each camshaft is carried in four bearings, and gear driven through a straight-toothed gear train at the front of the engine.

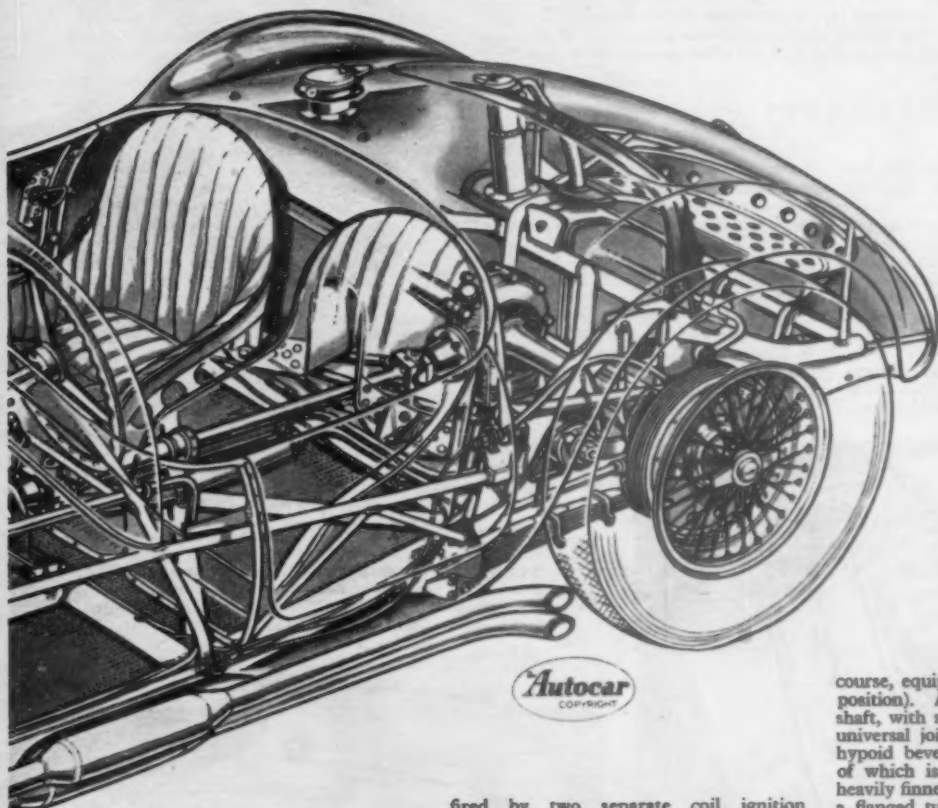
Lubrication is on the dry sump principle, the pressure pump being located inside the crankcase. The scavenge pump, externally mounted, returns the oil to the rear-mounted five-gallon oil tank via an oil radiator positioned low in the nose of the car; both pumps are of conventional gear pattern, the normal oil pressure being in the region of 70 lb per sq in.

Two 14 mm sparking plugs per cylinder are used, situated on the longitudinal centre line of the engine. These are

giving the effect of one carburettor per cylinder; the fuel feed is by two Finac electric pumps mounted on the right side of the cockpit. Two swept three-branch exhaust manifolds conduct the gases into the twin two-inch diameter exhaust pipes, each of which incorporates a small expansion box by way of silencer.

The dynamo is driven from an extension of one of the intermediate timing gear shafts by twin V-belts, and carries the centrifugal water pump on its rear end. The water is circulated simultaneously and in carefully planned proportions to ports on the left side of the cylinder block and six ports in the cylinder head above the exhaust valves (the latter arrangement by a somewhat sinuous pipe layout to and up the back of the engine). The water offtake is by a six-branch manifold, also on the upper face of the head, above the inlet valves, and thence to the top of the radiator.

Power is transmitted from the engine through a dry twin-plate clutch to the unit-mounted four-speed gear box. Second and third speeds use constant-mesh helical gears, third and top being synchromesh engaged. A neat remote control gear lever, short and straight, lies conveniently to the driver's right hand (the car is, of



Autocar  
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Top left: The admirable lines of the sports Maserati are well shown from this angle. Left: Principal constructional details; the tubular chassis frame, on to which is welded the tubular body framing, forms a very rigid structure.

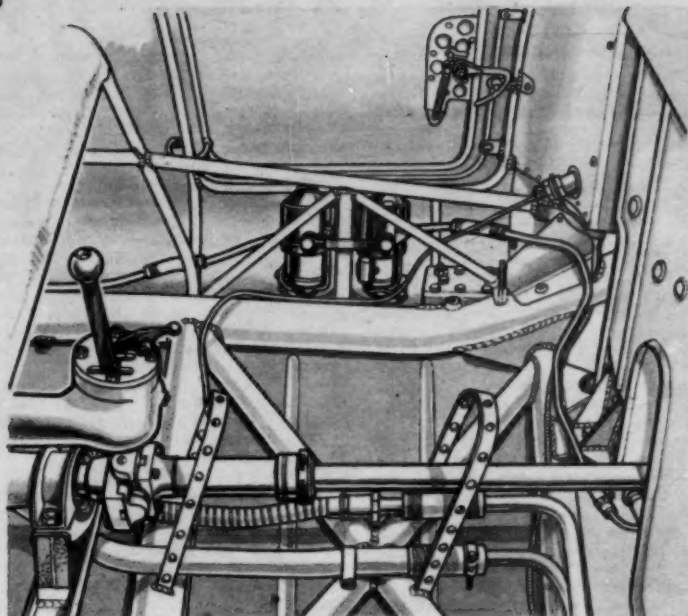
G.P. Maserati. The engine, especially, is merely a slightly detuned version of the alcohol-burning racing car, with a reduced compression ratio to allow for the use of normal first grade fuels. Like its racing counterpart, the car is built on a tubular chassis frame, with coil spring and wishbone i.f.a., and quarter-elliptic leaf springs supporting the live rear axle, which has an interesting location by radius rods.

fired by two separate coil ignition systems, one Marelli distributor being driven from the rear of the exhaust camshaft, the other by skew gears from an idler gear driven from the crankshaft nose on the right side. Incidentally, the one is timed to fire two degrees in advance of the other, this apparently giving slightly increased power output; no manual advance and retard control is provided, the normal centrifugal automatic operation being used.

Three horizontal double-choke Weber carburettors, type 40DCO3, are used,

course, equipped with a left-hand driving position). A small diameter propeller-shaft, with simple and robust Hooke-type universal joints at each end, leads to the hypoid bevel final drive unit, the casing of which is a light alloy casting with a heavily finned sump. The axle is built up, a flanged tube being bolted to each side of the central casing.

Basically, the chassis frame consists of two main steel tubes, each of 3in diameter, swept inward at the front and up and over the rear axle. There are two main central cross members, each of 2½in-diameter tube, and two subsidiary tubular cross members at the rear. The front cross member is a swept fabricated box section, the ends of which are joined at the top by another 2½in-diameter tube, and the steering box mounting bracket is incorporated in this on the left side. Two



Twin electric fuel pumps are bracketed in the right side of the cockpit. The propeller-shaft runs above the central tubular cruciform chassis member; the practical and effective door lock and reverse gear stop are other noteworthy details.

column incorporates two universal joints, and is topped by a light and beautiful steering wheel cut from solid alloy plate, with a split 15in-diameter wooden rim, formed to provide finger grips on its underside.

The rear axle is located by tubular radius rods pivoted above its centre at each end and running forward to frame mountings, and by a cross-braced tubular A-bracket, the legs of which are frame mounted and almost span the frame width, while the apex contains a socket surrounding a ball which depends from the centre of the axle casing. Thus the axle is, in effect, swung on a parallelogram, while lateral location is afforded by the triangular stiffness of the A-bracket. A quarter-elliptic leaf spring, bolted to a welded bracket close to each main frame tube, is shackled at the rear to each end of the axle casing. As at the front, an anti-roll bar and Houdaille hydraulic dampers are fitted.

#### Brake Cooling

The cast aluminium brake back plates each boast four integral air scoops, two facing forward and two rearward. The light alloy drums are pierced for cooling, but whereas the rear drums are circumferentially ribbed, those at the front have transverse ribs, a dished aluminium plate being riveted to the outside of each drum.

## A6GCS 2000 MASERATI

continued

longitudinal tubes welded between this and the first central cross tube carry the engine mountings.

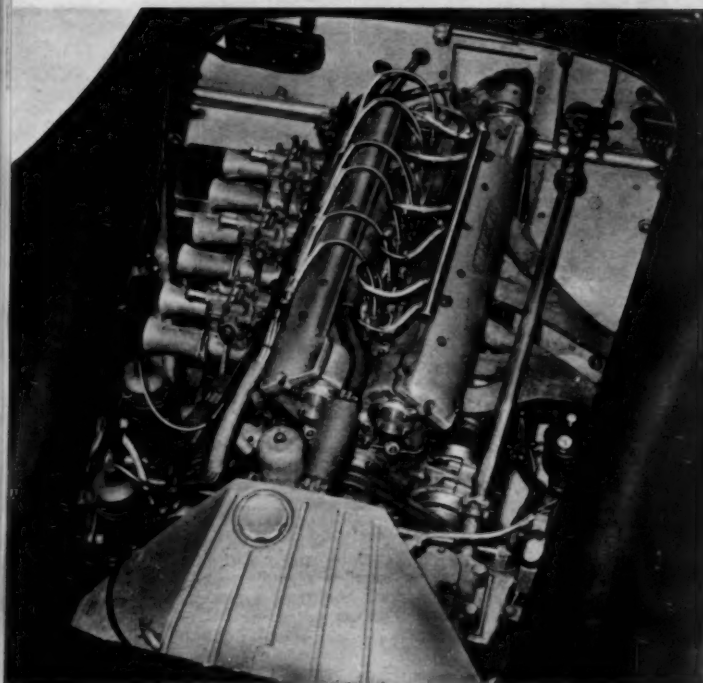
A subsidiary framework of 1in-diameter tubes is welded to this basic structure and forms the basis of the body framing and bulkhead, as well as contributing to the rigidity of the whole frame. The remainder of the body framing (all of steel tube, welded in position) is of  $\frac{3}{4}$ in diameter.

The front suspension is independent, by coil springs and wishbones, the lower wishbone being appreciably longer than

its upper counterpart. An anti-roll bar is fitted, as are Houdaille hydraulic dampers. The wishbones are joined at their outer ends by a forged king pin post, the pin being held solidly in its boss and the stub axle fork bush to rotate on its extremities. The steering arms are swept forward, one long and one short track rod coupling them to the forward-facing drop arm on the steering box; this must result in a geometric inconsistency on one side (probably the right), but no ill effects can be felt and the handling qualities of the car are exceptionally good. The steering

This tends to extract air from the holes in the drum face, and, in fact, the rear air ducts in the front back plates are blanked off and not in use. Lockheed hydraulic operation is used for the brakes, the hand brake (on the rear wheels only) being cable-operated.

Splined centre-lock hubs are used in conjunction with wire wheels; the normal tyre size is 6.00—16in, although tyres of 6.50in section can be used at the rear to obtain a slightly higher gear. Five alternative axle ratios are available (4.22, 4.45, 4.75, 5.00 and 5.25 to 1), but the



Truly a bonnetful of engine! Note the three double-choke Weber carburetors, the dual ignition from two distributors, the twin V-belt dynamo drive and the universally jointed steering column.

When the spare wheel (not shown) is in place above the rear-mounted oil tank, there is room in the locker for no more than the proverbial toothbrush. The paucity of instruments on the fascia will also be observed.



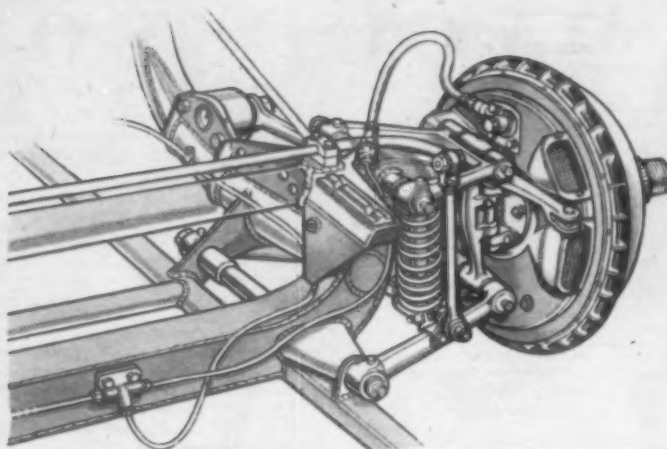


alternative tyre size provides, in effect, a means of splitting these gaps. Pirelli Corsa (racing) tyres are at present in use.

Fuel is carried in a single large tank immediately behind the seats; this has a capacity of 27½ gallons, and is internally baffled to minimize surge. A large quick-action filler cap protrudes through the body behind the passenger. Behind the fuel tank comes that for oil, and what little locker space remains is occupied by the spare wheel. The battery, at one time carried in the locker, is now mounted athwart the right side main chassis tube just behind the engine, the main leads thus being kept short.

#### Interior Decoration

The body is panelled in light alloy of approximately 14 s.w.g., and has beautiful and flowing lines with the minimum of unnecessary decoration. Two bucket seats are fitted directly on to the chassis frame. All the controls are well placed and well spaced; a central throttle pedal is used, as on most Italian racing cars (simultaneous heel-and-toe operation of throttle and brake is more easily accom-



Front suspension is by double wishbones and coil springs, an anti-roll bar being linked to the lower wishbones. The front brake drums are radially finned, thin discs being riveted to their faces to complete a series of ducts for centrifugal air extraction.



The fortunate owner, enthusiastic S. G. Greene, is seen sitting on the Maserati's cockpit side.

Top, 1; third, 1.27; second, 1.615; first, 2.67 to 1; reverse, 3.56 to 1.

**Final Drive.**—Hypoid bevel. Available ratios: 4.22, 4.445, 4.75, 5.00 and 5.25 to 1. Normal-type differential.

**Suspension.**—Front, independent; coil springs and wishbones. Rear, quarter-elliptic leaf springs. Anti-roll bars and Houdaille hydraulic dampers at both front and rear.

**Brakes.**—Hydraulic; two-leading shoe front, leading and trailing shoe rear. Drums: 12½ in diameter, 2½ in wide front; 11½ in diameter, 2 in wide rear. Mechanically operated hand brake.

**Steering.**—Worm and segment steering box.

**Wheels and Tyres.**—6.00-16 in Pirelli Corsa tyres on 16-4.50 rims. Centre lock wire wheels.

**Fuel System.**—27½-gallon tank; twin Fimac electric fuel pumps. 5-gallon oil tank.

**Electrical Equipment.**—12 volt. Dual coil ignition, two plugs per cylinder.

**Main Dimensions.**—Wheelbase, 7 ft 7 in. Track, front, 4 ft 3 in; rear, 4 ft 0 in. Ground clearance, 5½ in. Dry weight, 13½ cwt.

plished with this layout). The instruments are kept to a minimum, being confined to a rev counter, oil pressure gauge, and oil and water thermometers. A one-piece full width Perspex windscreen spans the scuttle; incidentally, the lid of the engine compartment, which lifts off completely, is secured by four quick-action catches. The two tiny doors are locked by the simplest type of hook and peg fastener which, however, cannot come undone accidentally.

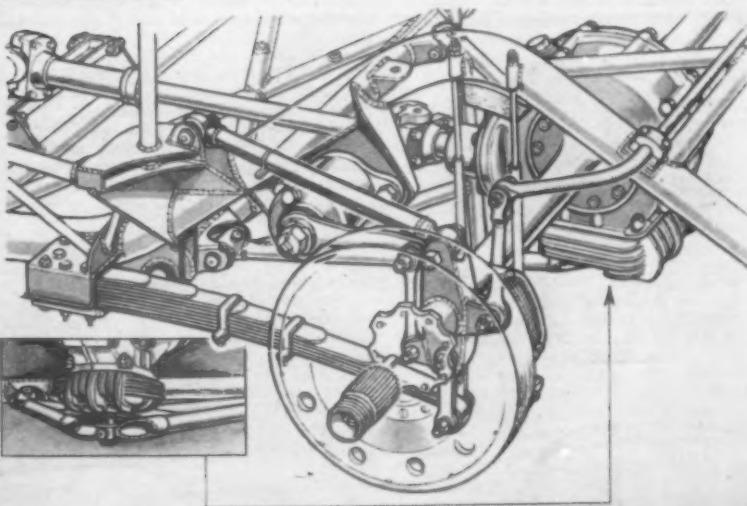
Altogether, this Maserati sports car is a most desirable property, the sight—let alone sound—of which will make any enthusiast's mouth water. With a power output of 165 b.h.p. (at 6,750 r.p.m.) on a compression ratio of 8.5 to 1, allied to a dry weight of 13½ cwt, its performance is a match for that of almost any sports car regardless of size or origin.

#### SPECIFICATION

**Engine.**—6 cyl, 76.5×72 mm, 1,988 c.c. Compression ratio 7.5 to 1. 165 b.h.p. at 6,750 r.p.m. 7-bearing crankshaft. Inclined valves, in hemispherical combustion chambers, operated by gear-driven twin overhead camshafts. Dry sump lubrication.

**Clutch.**—Dry twin-plate.

**Gear Box.**—Four speeds and reverse, synchromesh on top and third. Internal ratio:



The rear axle is swung on radius rods, the lower members being combined into a triangle with its apex ball-mounted to the bottom centre of the rear axle casing. Rear suspension is by shackled quarter-elliptic leaf springs.

# ACCESSORIES



The Save-a-Life breakdown lamp has a steady white light for work on the car, and a flashing red light which is directed rearwards.

## Breakdown Lamp

IN rectifying a rear lamp failure, or when unable to get the car off the road to change an outside wheel at night, a motorist is undoubtedly in a position of peril. A combined inspection lamp and red warning beacon for use in these instances, and also after an accident or breakdown, has been introduced by Belling and Lee, Ltd., Cambridge Arterial Road, Enfield, Middlesex. It is called the Save-a-Life, and costs £1 19s 6d. There are 6- and 12-volt models.

The lamp is round, of 4in diameter and 2½in high. There are 22ft of plastic insulated flex, coiled within the base, and this flex is pulled out by hand. It is easily and quickly rewound by rotating the upper half of the lamp, which has little ridges to give a grip. The upper half of the lamp consists of a transparent red plastic, which is tough and slightly flexible. It acts as a rearwards red lens when hinged up, and a part-reflector emits a 180-degree beam of white light forward. There are two bulbs, a 24-watt for the white light, and a smaller bulb, giving a winking light by means of an occulting device in the base, for the red rearwards lens. Through perforations in its reflectors, the larger bulb also shines through the red lens.

The plastic of which the main body is made is a commonly used one, rather less



A useful locker for the large blank space at the left-hand side of the facia panelling of the Ford Popular. It has no lid, but to retain the contents the floor slopes downwards.

tough than the red lens if it gets a knock. A hook for under-bonnet work would extend the usefulness of the device.

## Another "Thank you"

AN inexpensive "Thank you" sign is being made by Pippbrook Garage, London Road, Dorking, Surrey. It has a moulded rubber case 6in wide by 2½in deep, with a pair of rubber suckers which can be attached to the inside of the car's rear window, though the law needs bearing in mind in such things. It reads: "All glass or other transparent material shall be maintained in such condition that it does not obscure the vision of the driver." A cycle bulb inside the case illuminates a transparent panel of thick plastic, bearing 1in letters of amber colour. Although small, the sign is easily read at night. The price is 17s 6d.



A "Thank you" signal for the rear window. It has a rubber case, in which is mounted the transparent panel.

## Oddments Locker

ON the left of the facia of the new Ford Popular model there is a large area of blank panelling, left there to accommodate any fitment the owner likes. A large locker of the correct proportions for gloves and other oddments is the thought of one Ford main dealer, the Luton Motor Co., Ltd., 326-340, Dunstable Road, Luton, Bedfordshire. Their locker has an opening of 10½in x 5½in and is about 7in from front to rear, the shape being irregular to use the available space to the utmost. The floor slopes downwards considerably, so that objects will not be easily ejected during rough passages. The locker, which costs £1 7s 6d, has a black-painted metal rim and is stoutly made of that kind of body trimmers' impregnated board which has a black-cellulosed

leatherette finish and is water-resisting. Fitting is easy, but the cutting of the hole in the panel is perhaps a "garage job" to most motorists: the Luton Motor Co. charges 10s extra for fitting, which seems reasonable.

## Woodwork Repairs

A STOPPING or filler for damaged woodwork in cars, caravans or boats is being marketed under the name Synwood. It contains a decay inhibitor, dries smoothly with a negligible shrinkage, adheres strongly to wood, and can be finished to a very smooth surface. A sample of the material has proved resistant to weather and has retained its bond to wood for several months in the open air.

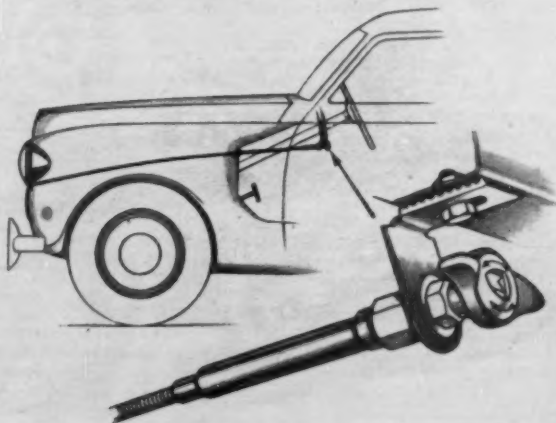
Synwood is made by Porosan, Ltd., South Street, Chichester, Sussex. Prices are 3s 6d for a 5oz tin, 5s 6d for 11oz, 8s 6d for 22oz, and £1 7s for 5lb.

## Lamp Beam Height

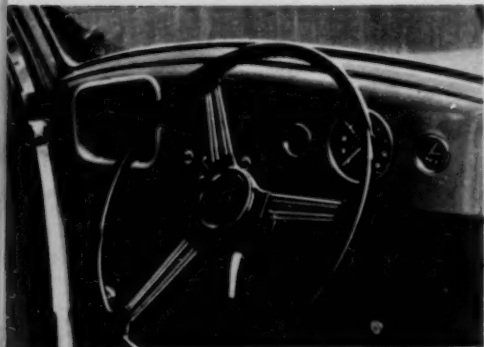
A LIGHTING refinement which has been evolved by Marchal, the French lamp manufacturers, is a device called the Télécode, which enables fine adjustments of head lamp beam height setting to be made from the facia while driving. Slight differences of conditions or alterations in the attitude of the car, caused by luggage, can be suited. In lanes, for instance, head lamps can give a much wider spread (with less range) if they are set downwards, owing to reflection from the road surface.

The Télécode set consists of two sheathed cables of stiff spring wire. At one end, each has a fitting designed to replace the normal bottom mounting of Marchal lamps; at the other end there is a cream plastic knob, with facia bracket, which sensitively actuates the cable by a screw gear. The device must be suited to a particular car as regards cable lengths, and the sheath has a joint where it passes through the engine bulkhead. Many French cars are catered for.

The Télécode will be available in Britain from Marchal Distributors, Ltd., Brook Lane North, Great West Road, Brentford, Middlesex. Many British cars have Marchal lamps, but as conversion sets, using the existing mountings; and the device will therefore not be applicable in these cases. But it is nevertheless most interesting, and many motorists would like to see something of the kind made available for British lamp mountings.



Marchal's facia control device for adjusting head lamp beams from the driving seat. The sheath of the stiff spring wire has a joint where it passes through the engine bulkhead.





Though making few concessions to the modern, wind cheating trend, the S.M. Roadster is a neat and compact car. The hood and sidescreens fit well and are completely weatherproof. On fine summer days the car can be converted in a very short time to suit the most ardent fresh air enthusiast. A tonneau cover can be used over the passenger seat or in lieu of the hood when leaving the car. Excellent protection is given to the swept tail by a substantial and high mounted bumper. The petrol filler cap is visible beyond the number plate.

## The Autocar ROAD TESTS

No. 1519

SINGER S.M. ROADSTER



**I**N arriving at a general impression of any particular car the first step is to classify it as a type and then to make mental comparisons with the performance, roadholding, cornering, and so on, of cars of similar type and price. With the S.M. Roadster this method of arriving at a quick summing up cannot be applied. Even the transatlantic flavour of its title is no help; one associates it with a rakish, full-bodied open tourer with room for three abreast in the front seat and for two more, occasionally, in a "dickey" in the tail—essentially a car for fast, long-distance travel but not in any sense a sports car.

In this country where the term roadster is not so widely used and open cars are apt to be looked upon broadly as sports cars, the Singer is open to accusations of having fallen short of the mark. It is not, however, intended as a sports car and the performance of such cars should not be used as a yardstick by which to judge it. It is a lively

open tourer with a performance that falls somewhere between that of a similarly powered saloon and an out-and-out sporting car. It offers just that little more in the way of sheer amusement in driving and is virtually the sole surviving example of a type which was extremely popular before the war. Apart from the export only twin-carburettor model its competition appearances have been few indeed.

The power unit of the car tested is the four-cylinder overhead camshaft 1½-litre engine as used in the S.M. 1500 saloon, running at the same compression ratio of 7 to 1 and producing the same output of 48 b.h.p. at 4,200 r.p.m. The valve timing and ignition and carburettor settings, too, are the same as those for the saloon. The only differences between the two models, apart from the obvious bodywork points, lie in their weight and overall gear ratios; the saloon weighs 22½ cwt and the Roadster is almost exactly 8 cwt lighter. This, in conjunction with the higher overall gear-

ing, gives a livelier performance in the indirect gears without sacrificing the tractability of a car that will be used for shopping.

Another advantage of the higher gears is in fuel consumption. On a journey of 100 miles or so, forming part of the test, during which fuel economy was the last consideration, the car averaged a shade under 30 m.p.g. During normal family motoring—pottering round the shops, driving to work, visits to friends and so on—the figure dropped to 27 m.p.g. and, during the somewhat exceptional conditions of the performance tests, it was no worse than 25 m.p.g.

A link with the sports cars of the 'thirties, and a frontal appearance still very popular with a great many people; swept scuttles afford some protection from the wind.





## ROAD TEST

continued

The car's behaviour on the road gives confidence to the driver and the impression of being safe. The steering is light, positive and accurate; with only  $1\frac{1}{4}$  turns required from lock to lock it is possible to take any normal corner without moving the hands around the rim of the steering wheel. Only the smallest movement—an inclination of the body, almost—is needed to swing round fast main-road bends. Only when the two rear seats are occupied is there any tendency to oversteer, though this is by no means embarrassing. Very little reaction is felt through the steering wheel to road shocks.

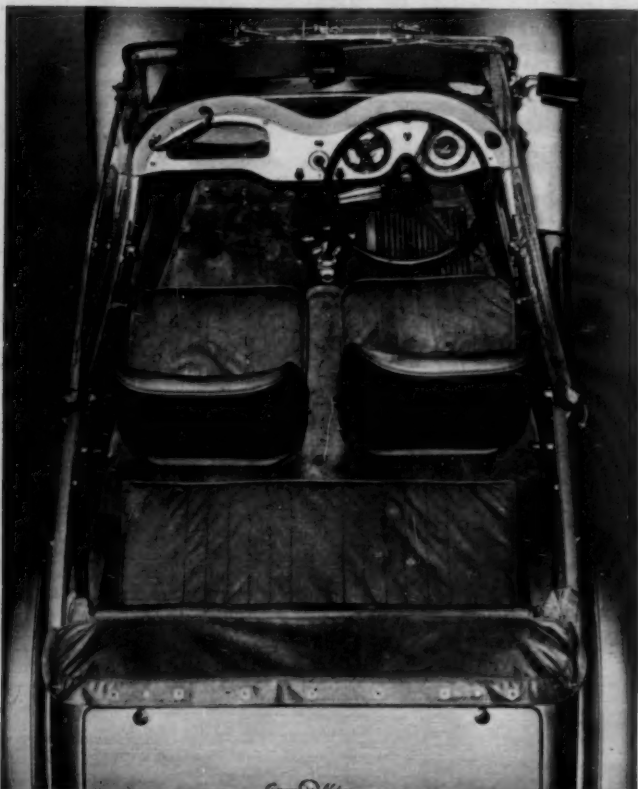
The fairly stiff suspension—independent at the front by coil springs and rearwardly inclined wishbones—gives the car a very steady and "alive" feeling, and there is practically no roll on corners. After the out-of-the-ordinary road-holding and cornering powers of the S.M. 1500 saloon this car was expected to display good qualities in this direction, though the chassis frame is not the same. There is no tyre squeal either on acute corners or under braking, in which not unimportant point the current car is a distinct improvement over the example tested rather more than two years ago.

### Performance Where Wanted

On long journeys this car will cruise in a willing and light-hearted way at 60 m.p.h.; even with four occupants it will climb most main-road hills comfortably in top gear, often accelerating all the way up. The engine is most satisfactorily smooth and flexible and encourages the driver to remain in top gear. From as low a speed as 10 m.p.h. on a decided upward incline it will pull away happily in top and it will move away from rest in second gear without any fuss.

At speeds up to 60 m.p.h. in third on the rather flattering speedometer the engine sounds quite happy; if the performance is being used to the full the comparatively close ratios of top and third are much appreciated. The engine is mechanically quiet, though there is a decided power roar from the carburettor air intake when accelerating hard, despite the fact that a large air cleaner is fitted. Starting

The hood stows away neatly behind the rear seat. The fascia is simple and includes instruments to suit all but the most demanding of drivers. Pockets are provided in both doors. The back rests of the front seats fold forward.



from cold, even if the car has been left out all night, was immediate, though it takes quite a distance before the engine becomes warm enough to dispense with the choke. It was felt, in this connection, that the slow-running mixture may have been on the weak side. A mean maximum speed of just over 75 m.p.h. was recorded with only the driver in the car and the windscreen flat and tonneau cover in position over the passenger seat. The speed figures shown in the table were with two up and hood and side screens raised.

### Fast Changes

The gear box—with the exception of first gear—is quiet and it is only because of the almost complete absence of mechanical noise from the engine that one hears the intermediate gears. During the rather severe conditions of taking the acceleration figures it was found to be almost impossible to override the synchromesh into top gear; upward changes from third to top can be made extremely rapidly if desired. The clutch is smooth in operation though the pedal pressure is a little heavy. It is well able to stand full-throttle gear changes and showed no signs of spinning under these conditions. The short, stiff, remote control gear lever is well placed above the shaft tunnel and is a pleasure to use; details of this kind combine to lift the car into the category of "fun to drive." Some stiffness in operation of the gear change would no doubt free off with increased use—the car had done less than 2,000 miles when the tests were carried out.

Though the Singer is not strictly a sports car it is quite amenable to being driven in the enterprising manner applied to such cars, and will give considerable pleasure and satisfaction to the driver who does so. The greatest number of miles covered in a day was a little under 300. These included taking the performance and braking figures—as arduous a set of conditions as any likely to be met with by anything but a competition car. At no time did the engine show any signs of objection to this treatment, and the Girling hydro-mechanical brakes, excellent at all times, were as good at the end of the day as at the beginning. In an hour of weekend traffic conditions—not conducive to high average speeds—a little over 40 miles were covered; this figure could undoubtedly be improved upon in more favourable conditions.

### Seating

The rather narrow body gives adequate room for the occupants of the two front seats, with limited space for two more on the rear seat. The separate front seats are adjustable individually for reach; for a driver whose height is in the order of 6ft it is necessary to push the seat back almost till it reaches the rear seat. With the seat properly adjusted the driving position is excellent, though if passengers are carried at the back it is necessary to sacrifice the driving position to give them leg room. It is felt, in this connection, that a narrower rear seat cushion, and the use of foot recesses beneath the front seats, would greatly improve the comfort of the "steerage" passengers on a long run. The riding comfort provided at the front is good, and the seats are well upholstered and give good support; the back rests are curved and prevent sideways movement of the occupants when cornering. The rear seat, however, is not as comfortable; it is located above the axle and is not as deeply upholstered as the front seats.

From the driving seat both front wings are seen and the driver is very soon able to judge the width of the car accurately; it is, therefore, excellent in heavy traffic, and a decidedly handy vehicle in such conditions in all respects. The rear view mirror, mounted externally to the right of the driver, on the windscreen pillar, gives a satisfactory view of vehicles well astern or those in the process of overtaking, but—particularly with the hood up—those following close behind are not revealed. A centrally mounted interior mirror would greatly help in this direction, though it would have to be fitted on the scuttle as the windscreen

wiper motor occupies the central position on the top rail of the screen. Vision out of the car is adequate with the hood up and sidescreens in position, although, for town driving, unless one is well back from traffic lights, they are obscured by the top edge of the hood. The hand-brake control is of the pistol grip type and is located beneath the fascia to the right of the driver. It is accessible and holds the car well on the steepest hills.

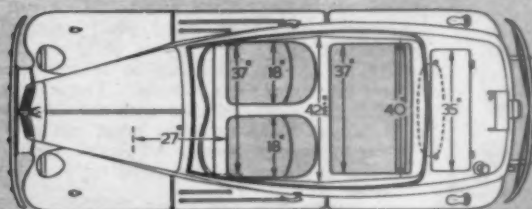
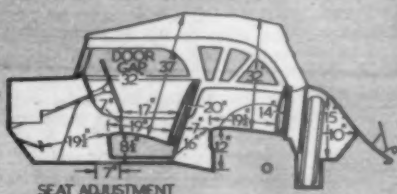
Two dials containing the speedometer to the right and a grouped ammeter, and petrol and oil pressure gauges, to the left, are located directly in front of the driver and unobscured by the steering wheel; the speedometer has no trip mileage recorder. This instrument, together with the odometer, was given to a good deal of exaggeration on the car tested. The instruments themselves are particularly clearly marked. The instrument lighting is a little too bright and an inconvenient reflection is thrown at night by the speed-

ometer dial on to the sidescreen, in turn tending to obscure the rear view mirror. The main head lamp beam warning lamp, too, is on the bright side. It is placed between the two dials, directly in front of the driver, and could become tiresome on a long night journey. The remaining instruments, lamp and ignition switches, starter and choke, are placed in the centre of the fascia, and a usefully large and deep open locker occupies the fascia in front of the passenger. A grab handle is provided on the passenger side of the scuttle.

The positioning of the foot-operated dip switch is out of keeping with the generally good driving position. It is located centrally above the forward end of the tunnel, out of reach when the seat is correctly adjusted for a tall driver and not too convenient for one of shorter stature; at night, therefore, the seat has to be moved forward to bring the switch within reach. This is a small point but, in a car

## SINGER S.M. ROADSTER

WHEELBASE 7' 7"  
FRONT TRACK 3' 10 1/2"  
REAR TRACK 3' 10 1/2"  
OVERALL LENGTH 12' 9"  
OVERALL WIDTH 4' 10"  
OVERALL HEIGHT 4' 10 1/2"



Measurements in these 1/2 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

### PERFORMANCE

#### ACCELERATION: from constant speeds.

Speed, Gear Ratios and time in sec.				
M.P.H.	4.875	6.12	9.45	14.53
	to 1	to 1	to 1	to 1
10-30 ..	10.4	8.2	5.9	—
20-40 ..	9.7	8.4	—	—
30-50 ..	11.6	10.4	—	—
40-60 ..	16.4	18.1	—	—

#### From rest through gears, to:

M.P.H.	sec
30 ..	7.5
50 ..	16.4
60 ..	29.1

Standing quarter mile, 23.6 sec.

#### SPEED ON GEARS:

Gear	M.P.H. (mean)	M.P.H. (best)	K.P.H. (normal and max.)	K.P.H. (normal and max.)
Top	72	75	115.9	120.7
3rd ..	52-60	—	84-97	—
2nd ..	30-38	—	48-61	—
1st ..	18-22	—	29-35	—

TRACTION RESISTANCE: 37.5 lb per ton at 10 M.P.H.

#### SPEEDOMETER CORRECTION: M.P.H.

Car speedometer ..	10	20	30	40	50	60	70	76
True speed ..	11	19	27	38	44	54	63	70

#### TRACTION EFFORT:

Pull (lb per ton)	Equivalent Gradient
Top ..	210
Third ..	255
Second ..	328

#### BRAKES:

Efficiency	Pedal Pressure (lb)
92.5 per cent	90
59 per cent	50
36.5 per cent	30

#### FUEL CONSUMPTION:

27 m.p.g. overall for 450 miles. (10.5 litres per 100 km.)

Approximate normal range 25-29.5 m.p.g. (11.3-9.6 litres per 100 km.)

Fuel, First grade.

WEATHER: Dry; slight wind.

Air temperature 48 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of September 28, 1951.

### DATA

PRICE (basic), with open four-seater body £519 15s.

British purchase tax, £217 13s 9d.

Total (in Great Britain), £737 8s 9d.

ENGINE: Capacity, 1,497 c.c. (91.36 cu in). Number of cylinders: 4.

Bore and stroke: 73 x 89.4 mm (2.874 x 3.521 in).

Valve gear: Overhead camshaft.

Compression ratio: 7.0 to 1.

B.H.P.: 48 at 4,200 r.p.m. (B.H.P. per ton laden 49.5).

Torque, 72 lb ft at 2,200 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 15.56.

WEIGHT (with 5 gals fuel), 16 1/2 cwt (1,841 lb).

Weight distribution (per cent) 55 F; 45 R.

Laden as tested: 19 1/2 cwt (2,191 lb).

Lb per c.c. (laden): 1.46.

BRAKES: Type: F, Two-leading shoe. R,

Leading and trailing.

Method of operation: F, Hydraulic. R,

Mechanical.

Drum dimensions: F, 9 in diameter, 1 1/2 in wide.

R, 9 in diameter, 1 1/2 in wide.

Lining area: F, 43.75 sq in. R, 40 sq in.

(85.6 sq in per ton laden).

TYRES: 5.0-16 in.

Pressures (lb per sq in): F, 18. R, 20 (normal).

F, 18. R, 23 (for fast driving).

TANK CAPACITY: 7 Imperial gallons.

Oil sump, 7 1/2 pints.

Cooling system, 15 pints.

TURNING CIRCLE: 33ft 0 in (L and R).

Steering wheel turns (lock to lock): 1 1/2.

DIMENSIONS: Wheelbase, 7ft 7 in.

Track: F, 3ft 10 1/2 in; R, 3ft 10 1/2 in.

Length (overall): 12ft 9 in.

Height: 4ft 10 in.

Width: 4ft 10 in.

Ground clearance: 6 1/2 in.

Frontal area: 18 sq ft (approximately), with

hood up.

ELECTRICAL SYSTEM: 12-volt; 36

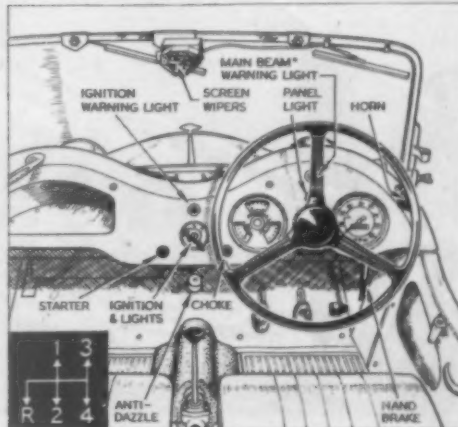
ampere-hour battery.

Head lights: Double dip, 42-36 watt bulbs.

SUSPENSION: Front, Independent; coil

springs and wishbones; anti-roll bar.

Rear, Half-elliptic springs.



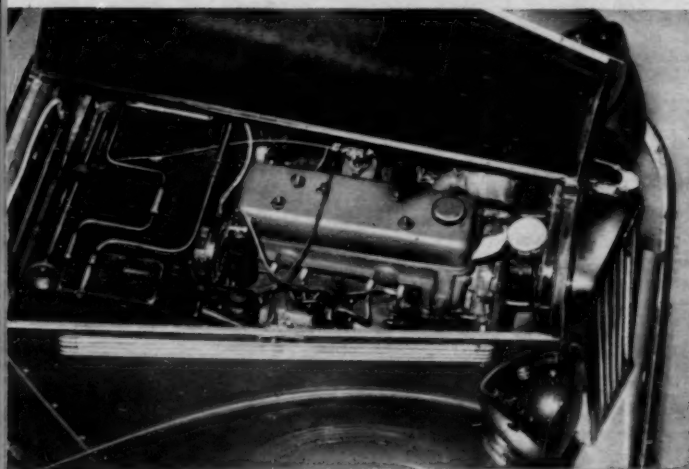
## ROAD TEST . . . . . continued

one of the strong points of which is the pleasure derived from driving it, it assumes greater importance. Because of the closeness of the clutch pedal to the shaft tunnel there is nowhere to rest the left foot when it is not operating the clutch, except by stretching the leg along the top of the tunnel itself.

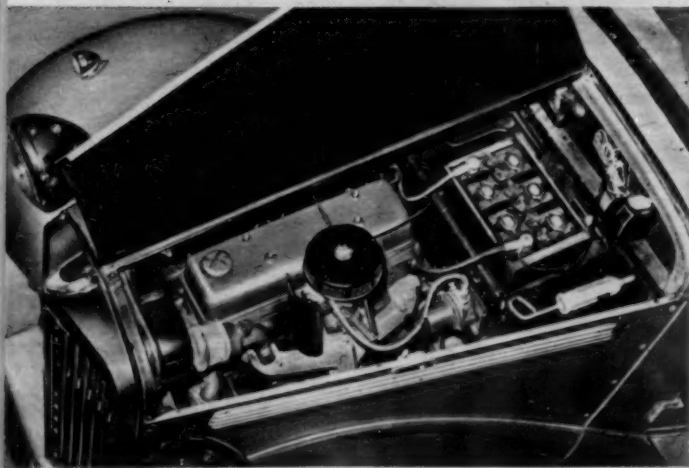
The protection provided by hood and sidescreens is excellent. The hood fits well and, in the closed state, the car is free from draughts and warm, though no heater is fitted. In a heavy downpour there were no signs of leaks. The twin wiper blades clear an adequate area of windscreen; the motor, however, was noisy. There were one or two rattles from the hood frames but these were not troublesome. Even during the recording of the maximum speed figures the noise produced by the hood and sidescreens was not excessive, nor did the hood fabric flap about or billow excessively. Access to the rear seats through the wide doors is gained by folding forward the back rests of the front seats; with the hood erected elderly people might find some difficulty in getting in. The sidescreens are rigidly mounted on substantial brackets and have additional pegs on their forward edges, which engage in sockets on the sides of the fold-flat windscreen. These form hinges when the doors are opened and effectively prevent any traces of rattle or sideways movement of the



When the luggage locker lid is closed there is little space, owing to the presence of the spare wheel. The lid is hinged so that, when it is lowered, it forms a strong platform on which luggage can be carried. Webbing straps are provided to hold the lid in intermediate positions.



On the right side of the engine the coil, distributor, plugs, dynamo, horn and fluid reservoir for the hydro-mechanical brakes can easily be reached. On the shelf behind the engine are clipped the wheel brace, jack, and starting handle, and, on the bulkhead, the tyre pump. Petrol pump, carburettor and battery are all accessible. An air deflector plate is mounted to the front of the carburettor.



screens. The rear sidescreens are of canvas with plastic panels and are secured to the hood by zip fasteners and to the sides of the body by quick-action fasteners. There is ample head room for all passengers when the hood is raised. There is a flap along the lower edge of the sidescreens on the driving side only, through which hand signals can be given—no traffic indicators are fitted. Ashtrays, too, are not provided.

The hood is easily and quickly erected or lowered; two unpractised operators lowered and stowed it and the sidescreens in under three minutes. The hood and screens stow neatly behind the rear seat back rest. A full-length tonneau cover is provided which completely covers the passenger space. By means of a zip fastener the area over the driving seat can be folded under, leaving the three passenger seats covered. There is virtually no space within the luggage locker with the lid closed, though the lid, hinged along its lower edge, can be opened to form a flat luggage platform. Adjustable webbing straps locate the lid at the angle demanded by the amount of luggage carried.

### Jacking Arrangements

The spare wheel is held vertically in the luggage locker by a strap and is easily released. Small tools, too, are housed in the locker. The jack, combined wheelbrace and jack handle, starting handle, tyre pump and grease gun are held by spring clips to a flat shelf behind the engine, disposed round the very accessible battery. The jack is particularly convenient; starting with the bonnet locked, it is an easy matter to raise any single wheel inside two minutes. The bonnet and luggage locker are secured by locks operated by the familiar square-end key.

There are 13 points requiring attention with the grease gun every 1,000 miles, and a further five at 5,000-mile intervals. The gear box oil level is checked by means of a dipstick located under a rubber cover in the driving compartment. The rear axle level is checked beneath the rear seat cushion. The engine and auxiliaries are all readily accessible for normal purposes of routine maintenance and adjustment; the bonnet side panels can be removed. The petrol filler cap is accessibly placed low on the swept tail and is convenient if the tank has to be filled from cans, though it will not take the full flow from an electric pump without overflowing.

The car meets the demands of the younger generation—or, indeed, the more youthful members of the older one—who prefer an economical and definitely lively open car as opposed to the more highly tuned sporting cars and extra expense entailed in running them. An impression of a good power-weight ratio is confirmed by the figure of 49.5 b.h.p. per ton laden and the car's brisk acceleration in both intermediate and top gears. It combines something of the thrill of a fast open car with the reliability that results from a lightly stressed engine, and its flexibility and low-speed torque make no great demands on the less enterprising driver.





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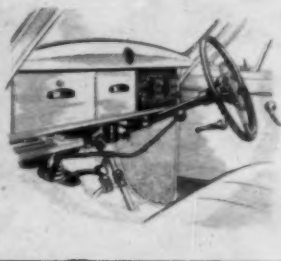


## Continuity of Effort

**C**ONTINUITY of effort in the search for an ideal has always been the guiding principle of Rover designers. Alert to apply the latest scientific discoveries, they have succeeded in producing cars which are a pleasure to look at, a delight to drive and offer a high resale value after long and trouble-free service.

For 1954 three models are presented—the "Sixty" (4-cyl. 2-litre), the already famous "Seventy-Five", and the "Ninety" (6-cyl. 2½-litre). Progress in design is exemplified by a number of improvements common to all three cars, including synchromesh on second, third and top gears, and a new central gear change. Rubber bushes and sealed bearings virtually eliminate grease-gun service.

*The new direct control of the gears gives full leg-room for front seat passengers—three when necessary—and allows the driver to leave by nearside door, a notable safety feature in town traffic. Note also the sponge-rubber lined tool tray accessibly placed under the dashboard.*



# ROVER

ONE OF BRITAIN'S FINE CARS

THE ROVER COMPANY LIMITED · SOLIHULL · BIRMINGHAM also DEVONSHIRE HOUSE · LONDON



Woodbridge, in Suffolk; the Shire Hall, on Market Hill, is one of the most impressive of the town's many old buildings. Built in the sixteenth century by Thomas Seckford, M.P. for Ipswich, it is of Flemish design. Originally the lower part of the building was the Corn Exchange and was open for carts to drive through.

## CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

### DAZZLE

Interesting Suggestions from Observation

[65373].—At this time of year the dazzle problem becomes acute but I notice little mention of this in your Correspondence columns and, to rectify the omission, I should like to offer a few remarks. I have no claim to be expert in these matters but, in any case, an expert has been defined as a person who starts by knowing a lot about a little and who, as he becomes more expert, knows more about less and less until, in the limit, he knows everything about nothing. I think the conditions on the roads after dark illustrate the effect of this. My sole qualification lies in the circumstances that my garage stands at the side of a straight mile of road which runs on a ridge 700ft above sea-level and is only a few miles from our south-west coast. Owing to these conditions, only too often, there is sufficient moisture in the atmosphere to indicate the direction and focus of head lamp beams and the effect of fog lamps, spot lights, driving lights and all the contrivances which make night driving a nightmare and create a condition which may be called "The Battle of the Watts."

In the matter of lights there seem to be three main classifications of motorists. First, the helpless, hopeless cases, usually with older cars, whose lights show no pretence at being aimed correctly or at having had the bulbs focused. Up to a point, these people are the victims of the bad designs of the past and of

the lack of skilled attention of the garages, but, in defence of the latter, it should be appreciated that to cover the requirements of motor vehicles in general, something over one hundred types of bulbs are necessary and that all these bulbs are subject to purchase tax. Hence, if you ask for a head lamp bulb, you usually get one with a line or axial filament which will probably have one point which is accurately in focus. The remainder of the filament will be out of focus and give rise to spread and dazzle. Alternatively, a "V" filament may be entirely out of focus although, if the bulb is adjusted, a vast improvement in light will result. Most of these older cars are fitted with the solenoid operated "switch and tilt" system which, although over twenty years old, is today still the best system—always provided it was properly adjusted in the first place and is properly maintained, but I fear the maintenance is by no means foolproof. I have often wanted to try the effect of tilting the right-side lamp and switching the left-side, i.e., a reversal of the usual method.

Secondly come those motorists who may be described as belonging to the "searchlight brigade" and whose actions indicate selfishness approaching the criminal. Their standard lighting system being either inefficient or inadequate, they clap on an auxiliary lamp which may be called a fog, spot or driving lamp, and aim the beam straight along the road; since the lamp is mounted on the left side and at about bumper level, they consider they satisfy the legal requirements of the courtesy known as "dipping." These people may be identified by the fact that they do not bother to use the head lamps because their single lamp gives them all the illumination they require. Buses which drive on the left-side head lamp come in this category and The Scribe has ably expressed his view in regard to the buses he encounters in the Thames Valley. It is significant of the pitiful inadequacy of the lighting regulations that, by my estimate, one in three or



## CORRESPONDENCE

continued

four cars now fits the single searchlight, and it is common practice with commercial vehicles.

Thirdly, and lastly, the "double dippers"—what a tragedy. They will menace us for many years, they are expensive to maintain and they emphasize rather than lessen the dazzle problem. In my opinion they have brought about the growing fashion of single searchlights—a tragedy in that so much research and development should have missed the point. The beams dip by so simple (though costly—bulbs are 7s 2d as against 3s 1d) a method and top spread has been cut to a minimum and the glare reflected off the road can dazzle the oncoming driver almost as badly as if the beam had not dipped. It is significant that a driver requires a head lamp main beam warning light on the fascia to indicate which filament is in use and I suggest an external light showing green should be wired in parallel with the warning light in order to signal to the approaching car, "I've done my best." With the double dippers we have to suffer also the effects of the built-in head lamp. The trim of the car and the set of the road springs affect the aim of the beam and in conditions of heavy load the dipped beam can be straight ahead.

As with driving, so with dipping; it is usually the other man who is in the wrong, but it is interesting to note the effect of the dipped lamps on one's own car. One way is to drive towards a road sign which is fitted with reflector studs. These studs may be, say, 6ft from road level, and for that reason should not reflect a properly dipped beam. Another way is to arrange for an accomplice to sit in a parked car and for him to hold a mirror up to the screen of the car, at eye level. As you drive towards him, his mirror may well reflect back enough of your own light to dazzle you; the old saying, "hoist with one's own petard," comes to mind.

And so one comes to the possibility of a cure for the dazzle problem. I do not think it can be eliminated but dazzle can be reduced from a menace to nothing worse than an inconvenience and, indeed, a fairly satisfactory solution is quite simple. In the main, we are agreed as to what constitutes a good driving light but I think the trouble has arisen because we seek to combine that light with a light for "passing." The result is a compromise and that is seldom satisfactory. So let us have one or two head lamps of a type and in a condition to suit our style of driving, but when a car comes towards us, by a simple two-way switching system, switch off the head lamps and switch on a pass lamp and this lamp should satisfy the requirements as laid down by regulation. Rovers employed this system for many years and it was quite good but it could be subject to maladjustment and the pass lamp could have been improved. A flat-topped beam may not directly impinge upon the screen of the oncoming car but the spread can and does; all that I think is necessary is a beam with a flat top plus a flat side, i.e. a rectangular beam, and I feel sure that Lucas could modify their otherwise quite successful block pattern lenses to satisfy this requirement. To illustrate my point—what I have in mind is a lamp which will throw a concentrated beam which at, say, 30 yards from the car, would measure, say, 3ft high by 4ft, and the direction of the beam would be such as to allow the left-side lower corner of this rectangle to rest on the side of the road, or, where a kerb exists, on the edge of the kerb.

The design of the lens and the reflector is a matter for the back-room boys but I should like to offer an opinion on one or two other points. I think the reflector should be detachable from the lens to allow of the very occasional and gentle wipe; water has been known to enter a lamp. Further, if the lens is smashed, one does not always need a new reflector. In regard to the bulb, a pre-focus bulb may be necessary, but I should like this point to be investigated. An "ordinary" bulb for a head lamp costs 3s 1d. A pre-focus single-filament bulb costs 4s 7d, which is 50 per cent more. A more important point is that the pass light should have a simple and robust means of adjustment for direction of the beam in both planes.

Windwhistle, Somerset.

PER ARDUA.

## SERVICE

Pleasant Experience With the Factory

[65374].—One very often reads letters from motorists in these days which decry the service offered by manufacturers, particularly when a car is getting on in years. To show that there is at least one manufacturer whose interest in his older products is maintained, I am pleased to be able to place on record the following experience.

I own a 1935 Alvis Silver Eagle, and am at present engaged on the very enjoyable task of completely rebuilding it.

During the course of this work I had the misfortune to break one of the big-end bolts, which are of a special pattern, so I wrote to the Alvis company asking if they could supply a new set; I also asked for information concerning the tappet clear-

ances, valve timing, wiring, and hints on tuning the three carburettors.

Within two days I had a reply. They could supply the bolts from stock, and included a blue print of the timing diagram, also a blue print of the wiring, together with three closely printed sheets of notes on the carburettors.

This, in my opinion, is service in the best tradition, and is a credit to the firm in question, especially when one considers that my car is 18 years old.

W. H. LOMAX, A.W.I.W.M., A.M.Inst.B.E.

Preston, Lancashire.

## NEW LAGONDAS

A Claim to Have Set the Fashion

[65375].—In your description of the Lagonda in the issue of December 11, you state that the new car was first shown to the public at the Paris Salon, but this is not correct. The saloon was definitely first shown by me during a tour of France, Germany, Austria and Italy between July and August. This body style was produced from my collaboration with Tickfords on the spot at Newport Pagnell and my car was delivered to me on May 28, 1953.

The few differences between my car and what is now a standard production are that my car has wrap-round bumpers, flashing indicators, built-in rear number plate, rear window demisting, a rear blind, a sunshine roof, winding quarter lights and the 2.6-litre Vantage engine. With all due humility I feel that I can claim, without any shadow of doubt, to be the inspiration of the present saloon model, as a check with the makers will prove.

P. H. SILBERSTON, LT. CDR., R.N.V.R.

Portsmouth, Cumberland.

[The public use of what appears to have been, in effect, a body prototype and appearance at a public exhibition are two very different things.—Ed.]

## BY PROXY

Good Show Coverage for Those Who Were Not There

[65376].—Through the pages of your journal, I have become acquainted with the various makes of British automobiles. Because I was interested in having more detailed data I wrote to various agents and distributors who advertise in the "New Cars" section, asking for descriptive literature. The replies were immediate, courteous and generous. I wish to take this opportunity to thank all those who so kindly replied.

If there are those of your readers who would like descriptive literature of U.S. automobiles, I should be only too glad to oblige where possible.

May I take this opportunity to commend you on the excellent issues you published covering the London Show at Earls Court? A complete and comprehensive description was provided by your journal for those who could not attend in person.

Chevy Chase, Maryland, U.S.A.

CHARLES C. WELLS.

## POLICE METHODS

The Good Old Days?

[65377].—I have been much interested in the correspondence started by Mr. G. F. Lomas [65276]. Readers of that excellent book *Under My Bonnet*, by G. R. N. Minchin, will recall a very similar case to Mr. Lomas'.

Mr. Minchin was apprehended for speeding and when the summons arrived it was correct in every detail except that the year was wrong. On the date and year marked on the summons Mr. Minchin had been abroad. After talking at cross purposes with the Bench for several minutes the truth came out; however, as with Mr. Lomas' case, the Bench decided that it was only a clerical slip and the case was allowed to go on.

Later it transpired that Mr. Minchin need only have stuck to his defence, that he was abroad when the alleged offence was supposed to have been committed, and he would have got off.

Unless the law has been changed, the same reasoning could have been applied to Mr. Lomas' case—that he had never owned, ridden or driven a car with the registration number MG 471; remember the onus of proving guilt lies on the police. I am very surprised that the A.A. solicitor detailed for this case did not base his defence on the above lines.

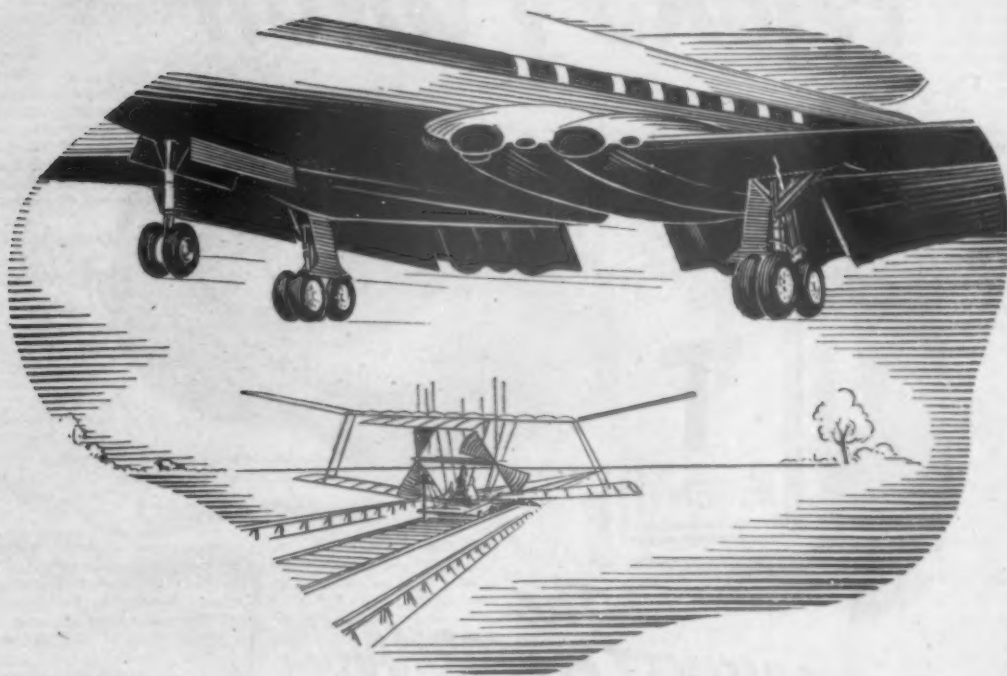
Mr. Minchin's book contains many amusing stories of encounters with the police and one feels that, if he and others like him had controlled the policy of our dormant motoring organizations, the motorist in this country would be having a much better time.

A. C. BAXTER.

Potters Bar, Middlesex.

# *The story of* **the air you ride on**

NUMBER NINE OF A SERIES



The early power-driven aircraft, which were launched from rails, were fitted for this purpose with small all-metal wheels. When this method of launching was superseded, improvised wheels with bicycle or motor cycle tyres were pressed into service by the pioneers of flight. Early in the First World War special tyres were developed for use on aircraft, and in 1916 Schrader introduced their first aeroplane tyre valve.

With the tremendous advance in flying speeds the Schrader aeroplane valve is now produced in many different versions to meet the needs of wheel and brake design. All of them incorporate the standard Schrader valve core and cap as used by millions of motorists every day and which have their origin in the Schrader design of 1898, before a power flight had been achieved.



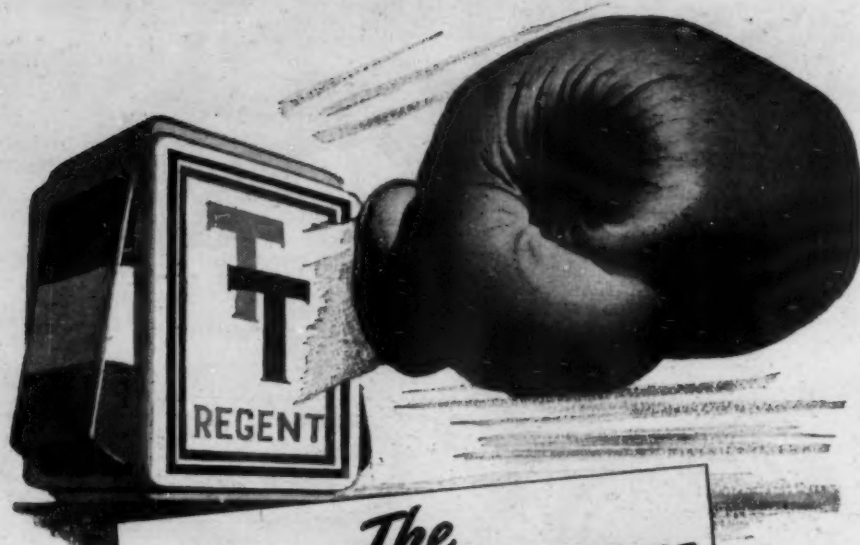
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**LIVELIEST PERFORMANCE**  
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You can feel the increased power of Regent T.T., *the* premium petrol. Its unfaltering punch and splendid acceleration at all speeds is a joy to experience. High octane is a *natural* property of the crude oils from which T.T. Petrol is refined. Engine knock is eliminated by the high octane in T.T., so you can stay in top longer and get maximum miles per gallon.

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## REGENT BENZOLE MIXTURE

(PREMIUM GRADE BLEND)



## CORRESPONDENCE

continued

## CARBON MONOXIDE

## Dangerous Possibilities

[65378].—I quote from a recent article on carbon monoxide poisoning which appeared in *The British Electricity Ambulance Bulletin*, and which may give cause for thought amongst readers of *The Autocar* whose cars are fitted with a certain type of heater.

"The gas poisons very quickly when the concentration in air is high. An instance occurred where a car in which four men were travelling was caught in a traffic block in New York. The weather was cold and the heating system was such that a fan drew air in from the front of the car, warmed it and passed it to the inside. Unfortunately the air intake aperture fitted over the exhaust pipe of a car in front so that the exhaust gases were drawn into the car. By the time the traffic block was cleared all four occupants had received a fatal dose."

The article goes on to give the percentage concentrations required to produce various symptoms, the first of which are headaches and dizziness.

I do not know how many cars on the road today are fitted with a similar type of heater, but the moral would certainly appear to be to close the air inlet to the car when held up in traffic.

Neath, Glamorganshire.

R. G. KELLY.

## SLEEVE VALVES

## Heavy Carbon Deposits on Air-cooled Engine

[65379].—May I be permitted to supply the information about the Barr and Stroud engine for which Mr. T. Cordery [65326] asks?

This was an air-cooled single-sleeve engine of 350 c.c., manufactured under Burt MacCullum patent. The operation of the sleeve was by gears as in the Argyll, that of the Kelvin being by chain and sprockets.

A number of motor cycles were fitted with this engine, among them being the P.V. with spring frame, made by Elliston and Fell, of Forest Hill.

The light oils used in the Model T Fords were adequate for water-cooled sleeves but not for the air-cooled versions; heat at the exhaust port was very much greater. The use of heavier mineral oils, or compounded oils—even castor oil—caused heavy deposits on the ports of both cylinder and sleeve in the air-cooled engines, necessitating removal of the carbon at 500 miles, in which time the ports lost two-thirds of their area. It was usual to cover 5,000 miles with the water-cooled engines before decarbonizing was required.

L. A. POSTLE.

Attleborough, Norfolk.

## HAND SIGNALS

## Shaking Fists and Flashing Indicators

[65380].—I have been reading the correspondence regarding hand signals with considerable interest and although a lot of very sensible views have been expressed on both sides I cannot help feeling that there has recently been an air of superiority and intolerance in some letters which is not conducive to road safety.

Your correspondents, Mr. H. P. C. Murphy [65255], Mr. A. Sansom [65256] and Mr. J. Burkitt [65257], express rather extremist views regarding a Highway Code which was laid down when car designs made hand signalling so much easier than it is at present. If we must make hand signals now we must drive in traffic with our driving window permanently down and expose our passengers to the rigours of the weather in spite of modern conveniences and comforts such as car heating.

I confess to my shame that I have never until now realized the true meaning of the hand signals in the "little brown book," in particular the one in which the driver's arm goes round and round like a windmill. If it really indicates only readiness to be overtaken and does not signify the state of the road ahead it would seem to be utterly superfluous. No doubt my last two years' driving on the Continent, where hand signals are practically unknown and where there is considerably more "take" than "give," have not improved my road manners. When I return to England, however, I will still hesitate to drive "as I did when I passed my test," as suggested by Mr. Murphy.

Mr. Burkitt quotes a horrible experience he had when he saw two Trafficators in full cry at the same time. The fallibility of mechanical devices is no argument against their use, otherwise we should soon cease to drive at all! In any case his experience is no worse than one of mine when I obeyed a signal signifying readiness to be overtaken, only to be con-

fronted with the car ahead pulling suddenly over to the right and the driver's hand saying most vehemently something definitely not in the Highway Code! As I hurriedly retired I realized that the first hand I saw was attached to a youthful figure having trouble with a toffee paper!

We are basically a peace-loving and law-abiding people and, in spite of our appalling roads, our road safety figures are better than those on the Continent because we are more considerate and less addicted to attempting to oust the other fellow. But my impressions from your Correspondence columns are that we are rapidly dissolving ourselves into two armed camps so busy shaking our fists or, conversely, flashing our traffic indicators at each other that we are fast losing our sense of proportion. May I plead that we wait patiently for the new Highway Code and meanwhile continue to give whatever signals we deem necessary at the right time in as helpful a manner as possible.

R. A. MILWARD.

R.A.F., Uetersen, B.A.O.R. 3.

## FAIR SHARES

## Allow Plenty of Room for Motor Cyclists

[65381].—In a paragraph in "Disconnected Jottings" on December 18, The Scribe described as a bad tendency the increasing resentment of oncoming cyclists and motor cyclists if one overtakes at the moment that they are passing, leaving them about six or seven feet of road.

Although I have covered only about 30,000 miles on a motor cycle and 10,000 miles driving the family saloon, I think I have had enough experience to express my opinion as a motor cyclist.

At the risk of taking him too literally I measured the half-width of my handlebars and found it to be about 1ft 6in; that, assuming one can drive to within a foot of the edge of the road, which is usually in a poor state of repair, leaves about 24in between the meeting vehicles. Now I consider, and I think many will agree, that it is not safe for two vehicles to meet at, say, 120 m.p.h. relative to one another, having only 24in separation. The major trouble is the pressure wave set up by the oncoming vehicle. On one occasion this was a furniture van travelling at about 45-50 m.p.h., the effect of which I do not wish to experience again. On two other occasions I had to take to the grass.

In a built-up area I had even to mount the kerb to avoid a head-on collision with a car the driver of which I am sure did not see me at all; he did not even glance in my direction as his car passed within 6in of the kerb.

I would therefore recommend that all drivers give the motor cyclist his half of the road, especially during the winter months.

Lincoln.

D. E. WRIGHT.

[The Scribe comments: "Mr. Wright is dealing in extremes. No intelligent motorist would attempt the manoeuvre at the speeds quoted."—Ed.]



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# Disconnected Jottings

BY THE SCRIBE

Drawing by Barry Appleby

## Slow-down

**A**SSUMING normal growth of traffic and normal amount of road construction (nil?), then it is obvious that traffic speeds are going to drop. Let us assume also, however, that the slow-moving traffic does at least keep moving in a sort of nose-to-tail procession at about 30 m.p.h. What virtues would one seek in a car subject to such conditions? Maximum speed, a high cruising speed, and vivid acceleration would be comparatively worthless, and the emphasis would be on comfort and the elimination of as much effort as possible from driving, which I suppose would mean automatic transmission;



Well-found.

one might arrange for the brake to be applied automatically when the throttle is closed, because at the speed suggested the difference between engine braking and shoe braking would be academic and the two could be applied together.

It is a depressing picture, I must admit, but I think I would be less depressed by the actual experience than many motorists because of my predilections for well-found interiors and a car radio. I could at least lounge in my 18th-century drawing room to appropriate music — Mozart, say — stretching out a toe now and then to the single pedal that would comprise the control.

## Dead Sea Road

**T**O hand, considerable additions to my knowledge of the Dead Sea road, mentioned the other week. As always, I am grateful to readers. It falls in easy gradients from Jerusalem to the Dead Sea, writes one correspondent, but is romantic rather than exciting. At the upper end, in springtime, there are many and varied wild flowers, but lower down vegetation becomes sparse. The feeling of oppression down by the Dead Sea, which is below sea-level, is very marked, and on a summer day the heat is awful. A factory extracts chemicals from the water, and a bath is a "must"; but it is almost as difficult to swim as to sink, owing to the buoyancy from the excess-

sive salt, which, it seems, is hell to the eyes if the head goes under.

Another correspondent recalls the Biblical associations of the road. Soon after leaving Jerusalem one reaches Bethany, where Lazarus is supposed to rest, and then the Good Samaritan's inn is passed, by which time the lunar aspect of the landscape begins to become apparent; a camel may be seen or a Bedouin encampment, but otherwise merely cacti. Before the Dead Sea is reached, a fork road leads to Jericho, a startlingly fertile oasis in such a terrain. Here the walls are still to be seen that fell before Gideon, as also is Elisha's well. If you cross Allenby Bridge, which links Palestine and Transjordan, the view of the Jordan will make Naaman's disgust at having to bathe therein understandable.

The salt content of the Dead Sea is 27½ per cent, and it is better to walk in than to dive owing to the density, which makes it difficult to regain the feet; local boats are built to counteract this density. There is a resort on the Dead Sea to the south.

My correspondent concludes with a moving paragraph which should be quoted direct:—

"Jericho is now a vast refugee encampment and no longer, I suppose, do the Arabs hide arms and ammunition in the caves abounding in the hills on either side of the Dead Sea road to await the day of uprising against the British."

"Many of us who were sent to Palestine and came to love it and its people must often raise a sigh of regret over the passing of an era when the Mandated Power preserved a fairly even balance between the two factions and one could travel the length and breadth of the land—even from Dan to Beersheba—as I have done, with no more lethal a weapon than a camera."

## Road Widths

**A**FAIR amount of controversy goes on from time to time about road widths, most of it uninformed, and it is interesting to read the experts on the subject. In the autumn issue of the *International Road Safety and Traffic Review* it is said that 3 metres (9ft 9in) was regarded as an adequate width for a traffic lane until the number of vehicles of 7ft 6in or so in width increased, whereupon greater lane width was called for. Studies in the U.S.A. on two-lane roads showed that the number of accidents per million vehicle-miles on straight sections decreased with width. It was 5.2 with lanes of 9ft wide or less, 3.8 for lane widths between 9ft and 9ft 9in, and 3.5 for lane widths between 10ft and 11.5ft. Beyond that width no appreciable reduction took place. A width of 11.5ft is accepted as standard for rural main roads in Europe, and even in Britain—that laggard amongst road-makers—the accepted width is now 11ft; Germany's is less at 10ft 6in, but half-metre paved shoulders are provided

which form part of the carriageway.

Most countries agree that the three-lane road has an inherent danger, and certainly the accident rate on such roads increases out of proportion to the increase in traffic; but many British road engineers consider that it is not inherently dangerous provided that the traffic does not exceed a certain volume. I am particularly interested to read this, because I think that the raging impatience that seizes one at times is purely a product of congestion, and it is then that risks are most likely to be taken. On three-lane roads the great risk is, of course, unwise overtaking, and overtaking is made necessary only by congestion.

♦ ♦ ♦

## Axle Failures

**R**EAR axles are failing somewhat rapidly in the U.S.A., I read, and lubrication experts are concerned about it. A research project is to be undertaken. I am no expert in these matters, but if I were asked to hazard a guess as to why axles are failing in the U.S.A. I would be inclined to say, "Can you wonder, with engines developing over 200 b.h.p.?" It is not every driver who can handle that amount of power with circumspection. I doubt if lubrication is likely to find the answer to that one.

My suspicions in this direction are increased by the confession that extra wear is showing on cams, cam followers and gears in the more powerful American engines now being installed. Manufacturers are calling for more oil film strength. I suppose increased film strength in the axle might help to prevent breakage but it seems a curious line of approach to the problem.

♦ ♦ ♦

## Ironmongery

**O**NE of my correspondents wonders why on earth we have so many posts sticking up out of the pavement in our city streets, and he certainly has a point there. The trouble is that each post is the concern of a different authority, and it would be too much to hope that they would get together and decide, for instance, to hang a name board on a lamp-post and crown it with a Belisha beacon as well. (Perhaps if the local authority were "crowned" with a Belisha beacon some sense in such matters would be knocked into some council heads.) He also points out that if we removed the amber from the traffic light sequence it would leave it exclusively for the flashing beacon. As there is no amber on the Continent, or in America, it can be said with certainty that its elimination would work, and this would get rid of one source of criticism of flashing beacons as well as saving money.

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# TEN DAYS to the RALLY

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**I**N ten days from now, the competitors will be setting forth from their eight starting points on the most famous of all international rallies—the Monte Carlo Rally. This will be the 24th of the series, and promises to be no less interesting and certainly no less hard fought than any of its predecessors.

The eight starting points are Athens (for the first time since 1939), Glasgow, Lisbon, Monte Carlo, Munich, Oslo, Palermo and Stockholm, and the route from each is so arranged that the total distance covered is approximately the same for all the competitors, to wit 2,050 miles. The route from Monte Carlo, which forms a loop (traversed in an anti-clockwise direction) in the centre of Western Europe, is the basis of the rally, all other routes joining it at appropriate points to maintain the length of the respective itineraries. All these routes have to be covered at an overall minimum average speed of 50 k.p.h. (31½ m.p.h.), although the average speed between controls may rise to but not beyond 65 k.p.h. (40½ m.p.h.).

## Missing the Massif

The last route to join in the main procession is that from Athens, which comes in at Valence (and therefore misses the route over the *Massif Central*, which in the last few years has frequently proved among the most difficult sections of the rally). Thereafter, all competitors proceed to Gap, and the remaining 164 miles to Monte Carlo form a special regularity test. This is new to the rally, for in previous years a regularity test has been run after arrival at Monte Carlo, either on a mountainous circuit, including the Col de Braus, or on the Grand Prix racing circuit in the town itself.

This regularity test route is divided into four sections, of which the second is less than 7½ miles long, comprising only the ascent and descent of the notorious Col des Lèques. Competitors may decide for themselves what speed they wish to maintain, between 45 and 65 k.p.h., in this test; but the speed which they aver-

age over the second section will be regarded as the master, and penalty marks awarded (on a formula) for any variation from that speed on sections 1, 3 and 4. In other words, each crew must decide long before reaching the Col des Lèques what speed they can average over it; the higher the better, of course, within the limits. As it will be extremely difficult, if not impossible, to forecast exactly the weather conditions on the summit at long range, this calls for a remarkable degree of judgment combined with a great deal of luck.

## Riviera Weekend

The cars arrive at Monte Carlo during Thursday, January 21, in the afternoon and evening. On Friday the after-rally scrutineering will be carried out, and the classification worked out up to that time; the first 100 cars will then be selected to take part in the speed performance test, which will be run on the Saturday over the Grand Prix circuit (measuring 1.95 miles to the lap) in Monte Carlo itself. Competitors must cover five laps of this circuit; the first lap in the nature of a reconnaissance, though at a minimum speed of 55 k.p.h. (just over 34 m.p.h.), and the remainder as fast as possible. The best lap time in seconds for each competitor, multiplied by a coefficient depending on the cylinder capacity of the car, will be added to his existing score of penalty marks, the general classification in the rally depending on this grand total. As the cars may not be touched between their arrival at Monte Carlo at the end of the 2,000-mile road section and the commencement of this test, they may well not be in the pink of condition, and this flat-out race (in all but name) will be the climax of the gruelling contest.

For the last two years the rally has been won by a British car, Sydney Allard having scored with the Allard in 1952 and Maurice Gatsonides with a Ford Zephyr in 1953. Whether or not this country can complete the hat-trick remains to be seen; of the 402 cars entered, 148 are of British manufacture. Thirty-two Ford Zephyrs, 21 Jaguars, 19 Sun-

beam-Talbots—in all, 21 different makes are represented. Against them, there are 157 French cars, 49 German, 36 Italian, eight American, three Swedish, and one from Czechoslovakia; these figures, be it noted, refer to the nationalities of the cars, not of the entrants.

Subsequent to the rally proper, on Sunday, January 24, a speed hill climb is being run from La Turbie to Mont Agel over a distance of 2.3 miles, entry being confined to rally cars and drivers who have successfully completed the road section within the time limits. It is, however, a separate competition in all other respects. Finally, on the Monday, comes the Road Safety and Comfort competition (the *concours de confort*), and the grand parade of all the cars through the streets up to the prizegiving ceremony in the old town of Monaco, in the palace courtyard.

Service facilities are offered to the British contingent by several garages on the main road from London to Dover. Among them are Clifton's Service Station (on the Sidcup by-pass), who also offer their traditional refreshments and hot drinks; C. Hayward and Son, New Street, Ashford; the Folkestone Motor Company (at their premises both in Folkestone and in Castle Street, Dover); and Martin Walter, Ltd., also in Castle Street, Dover and (for petrol, oil and accessories only) at the Eastern Dock.

## RALLY TIMETABLE

**Monday, January 18:** Competitors leave starting points: Athens, Glasgow, Lisbon, Monte Carlo, Munich, Oslo, Palermo, Stockholm. (First competitor leaves Glasgow at 12.55 p.m., and Llandrindod Wells at 11.15 p.m.).

**Tuesday, January 19:** Rally in progress. (First competitor checks in at Dover at 7.25 a.m.).

**Wednesday, January 20:** Rally in progress. Competitors on all routes except that from Athens join main route at various points; head of column approaches Le Puy.

**Thursday, January 21:** Road section finishes; regularity test over last section. Athens contingent having joined main route at Valence.

**Friday, January 22:** Scrutineering.

**Saturday, January 23:** Speed performance test on Monaco G.P. circuit.

**Sunday, January 24:** Speed hill climb, La Turbie-Mont Agel.

**Monday, January 25:** Road Safety and Comfort Competition; Grand Parade and Prize Distribution; Gala Dinner at International Sporting Club.

# THE SPORT

by  
**J. A. Cooper**

This picture tells the story of a Jaguar XK120 and a Mau Mau sniper's bullet! Sir Anthony Stamer, Bart. (formerly well known in this country as the owner of a super-charged 2.3-litre Alfa Romeo) was driving home near Nairobi one evening in November last when the bullet penetrated the screen in front of him and went out across the empty passenger seat; fortunately, the screen (of laminated Triplex) did not shatter, and the driver was unhurt.



## EXETER NEW YEAR

SO the new year has started, and our old friend the London-Exeter has, as usual, ushered in the competition season. If auguries mean anything, then the 1954 Exeter trial should be a good omen, for it was very good in every way. Certainly there should not be many first-class awards (in fact, only a dozen or so claims were made), for Simms defeated almost the entire entry. The weather was not too bad, although fog added to the problems confronting the Kenilworth starters; those delays which arose from the

## ASCARI'S PLANS

many failures on one or two hills were almost all made up by the finish. The route marking was particularly good this year, it being virtually possible to follow the whole route without looking at the route card. In fact, all the organization was of a high order, and a credit to the M.C.C.



A BIG surprise in motor racing circles last week was the announcement that Alberto Ascari, world champion racing driver for the last two seasons, would not be a member of the official Ferrari team in 1954. The announcement made by the Ferrari concern referred to Ascari's desire to assure a comfortable future for himself and his family, and regretted that it could not offer him as much as other firms evidently could.

It does seem that the sole reason for the change may well be financial, and Ascari himself is reported to have confirmed this view. But it is not at all sure as yet which fortunate firm is to have the benefit of his services; the name of Lancia has been mentioned in this connection, but no confirmation of such a move is available. If Ascari does in fact sign up with Lancia, this will presage the early return of this famous Italian firm to the field of Grand Prix racing (which has for some time been the subject of rumour), for the world champion will not be content with a programme of sports car races for this coming season.

Alternatively, if Ascari does not sign up with Lancia, to which firm will he turn? Maserati, perhaps; but they are already not ill served, with Fangio, Gonzalez, Marimon and perhaps the young Italian Bruno Ruffo. Ascari has apparently denied that he is considering offers from outside Italy; and, in any case, Mercedes is probably the only such organization with the necessary programme and resources to use his services, and their team will apparently consist only of German drivers—Lang, Kling, Riess and Hermann, for instance.

## RIO DE JANEIRO

One thing is apparent, that the withdrawal of Ascari from the Ferrari team must move Mike Hawthorn up in the hierarchy at Modena. So far, Farina and Hawthorn are the only drivers certain to be in this team for 1954; it was rumoured that Villorresi was leaving (perhaps to go to Lancia), while among possible newcomers are Umberto Maglioli and Scotti, the latter of whom has been successful with sports Maseratis in the past year or two. But they are as yet hardly in Ascari's class, and it will be interesting to see who, if anyone, really steps into his shoes in the team.



THE sports car race at Rio de Janeiro in Brazil, which was a late addition to the international calendar, was run off last Sunday, January 3. It resulted in a win for the Swiss driver de Graffenried, at the wheel of a sports Maserati, who successfully defeated a considerable amount of privately entered Ferrari opposition.

**RESULT (race distance 295 miles)**  
1. Maserati (E. de Graffenried), 4h 14m 21.7s, 48.57 m.p.h.; 2. Ferrari (E. Mustilli); 3. Ferrari (F. Landi); 4. Ferrari (D. Fernando de Mascarenhas).



FOR some time past there have been reports of a new sports Maserati with a larger engine than the present 2-litre unit; capacities of both 2½ and 3 litres have been mentioned. It is just possible that the car which de Graffenried drove to victory in the race at Rio was fitted with a 2½-litre unit; on the other hand, the circuit employed was so tortuous and slow that victory could well have been his with the smaller unit, by reason of the Maserati's better manoeuvrability and low-speed acceleration than its larger Ferrari rivals. If and when the larger-engined version does appear, it should be a very formidable contender indeed for sports car racing honours in this season's major events.

## COMING SHORTLY

- JANUARY 8**—North London Enthusiasts' C.C. Annual dinner and dance, Hendon Hall Hotel, Hendon, London, N.W.4, 6.30 for 7 p.m.  
8.—Pembrokeshire M.C. Annual dinner and dance, Royal Gatehouse, Tenby, Pembrokeshire.  
9.—Auck and G.P. New Zealand.  
9-10.—Vintage S.C.C. Measam Rally, starting from Longmynd Hotel, Church Stretton, Shropshire, 9 p.m. Driving tests on Sunday morning at Measam, Burton-on-Trent.  
10.—Leicestershire C.C. Social run, Lee Street Car Park, Leicester, 2.30 p.m.  
10.—Berkhamsted M.C. and C.C. Point-to-point road event, King's Arms, Berkhamsted, Hertfordshire, 2.30 p.m.  
10.—Maidstone and Mid-Kent M.C. Brian Lewis Trophy Trial, Rootes Car Park, Maidstone, Kent, 10.30 a.m.  
10.—Hants and Berks M.C. Map-reading run, Links Hotel, Liphook, Hampshire, 12 noon.  
12.—Allard O.C. Annual dinner and dance, Frascati's Restaurant, Oxford Street, London W.1, 7.30 for 8 p.m.  
13.—Citroen C.C. New Year party, Whyte Harte Hotel, Bletchingley, Surrey.  
15.—Cornwall Vintage C.C. Annual club dance, Headland Hotel, Newquay, 9 p.m.  
15.—Mid-Surrey A.C. Annual dinner and dance, Bull Hotel, Sheen, Surrey.  
14.—Alvis Register (Midland area). Noggin and Natter, Nag's Head, Henley-in-Arden, Warwickshire, 7.30 p.m.  
17.—Argentine G.P.  
17.—Seven-Fifty M.C. and West Hants and Dorset M.C. All-Corners Trial, Four Seasons Restaurant, Iford Bridge, Hampshire, 11 a.m.  
17.—Circle C.C. Chiltern Caramble, The Target Western Avenue, Northolt, Middlesex, 2.30 p.m.  
18-25.—Monte Carlo Rally.



**TOMORROW**, January 9, sees the Ardmore circuit race at Auckland, in New Zealand, which it is hoped will be the forerunner of an annual international Grand Prix race on those shores. This year's race being the first of the series, it cannot have an international permit under F.I.A. rules, but, as New Zealand is part of the British Empire, there is nothing to stop British nationals from taking part, and several well-known drivers are in fact so doing. Prominent among them are Ken Wharton, at the wheel of a B.R.M. entered by A. G. B. Owen, Peter Whitehead with his supercharged 2-litre Ferrari, and Tony Gaze (Australian, but well known in British and European events) with one of John Heath's H.W.M. team cars, now fitted with a supercharged 2-litre power unit. Most of the principal Australian and New Zealand cars and drivers are also engaged (the race is run

under *formule libre* rules), and a good race should result.



**THE** new Grand Prix Mercedes, which will apparently not appear in competition at the beginning of the 1954 season and will run only in a few selected important races, is said to have a 2½-litre six-cylinder engine lying almost on its side, the propeller-shaft running back beside the driver, who will sit on the right side of the car in what is almost a reclining position. The very low body will be fully streamlined, the wheels being enclosed. If this is true, it may be the real beginning of the fully enclosed road racing car, and glass fibre will no doubt be much in favour as a body material.

## CLUB NEWS

**West Hants and Dorset C.C.**—From January 14, 1954, the club will meet at the Westbourne Hotel, Westbourne. A club room has been set aside for this purpose and refreshments will be available. On January 17 the All-comers' Trial will be held in the Christchurch area. The entry fee is 7s 6d and regulations are obtainable from A. J. Buxton, "Wroxeter," Somersford Avenue, Christchurch, Hampshire.

**V.S.C.C.**—The Measham Rally will take place this weekend on January 9 and 10. It is open to invited clubs and starts on Saturday, January 9, at the Longwood Hotel, Church Stretton, Salop.

**Bolton-le-Moors C.C.**—The club's first annual dinner and dance was held at Bolton Town Hall on December 15, 1953. The Mayor of Bolton presented the prizes to winners of the year's events. A special series of driving tests were held on Sunday, December 20. K. Roberts driving a Dellow and P. Reece in a Morgan shared the honours in their individual classes.

**Sheffield and Hallamshire M.C.**—A non-damaging trial was run on December 20, 1953. The twenty-five-mile course included one or two pre-war sporting hills. Twenty-four cars competed and the James Trophy was won by E. S. Sneath, who drove a Morgan. A Volkswagen driven by R. E. Malby won the saloon class.

**Manchester University M.C.**—Twenty cars entered the Christmas Rally and only 13 finished. Special tests were held on the marine drive at Southport. The winner was an Austin A.30 which was driven by D. Scott and C. Bates. A Jowett Jupiter won Class B and a Vauxhall Velox Class C.

**Cornwall V.C.C.**—Members are requested to keep June 7, and August 2, 1954, free for club activities. The R.A.C. have granted these dates in the 1954 calendar for meetings at Davidstow, and a great deal of assistance will be required.

**B.A.R.C.**—The club is holding its annual midnight film shows at the Curzon cinema, Curzon Street, London, W.1, on February 5, 8, 10, and 12, at 11.15 p.m. An attractive programme is being compiled, and will include several special and exclusive items. Tickets, priced 7s 6d each, can be obtained from the Secretary, B.A.R.C., 55, Park Lane, London, W.1.

**Riley M.C.**—The annual dinner and dance of the North Western Section was held at the Midland Hotel, Manchester, on December 18. Over 200 members and guests were present. After the dinner, Mrs. Sidney Haddleton presented the various trophies won during the year.

**Northampton and District C.C.**—Entry forms and regulations for the Spring Sporting Trial may now be obtained from E. Holt, 41, Barrack Road, Northampton. This event will take place on Sunday, February 21.

**Herefordshire M.C.**—The annual dinner and dance was held at the Talbot Hotel, Leominster, on December 18. The presentation of the awards gained throughout the past year was carried out by the Mayoress of Hereford, Mrs. A. E. Farr.

**Mid-Surrey A.C.**—On Friday, December 18, 1953, H. Kensington-Moir, former Bentley team manager, gave a talk on motor racing at the Mid-Surrey A.C. clubroom. The main club event of the future is the annual dinner, dance and prize distribution at the Bull Hotel, Sheen, Surrey, which will be held on January 15. The annual general meeting will be held at the Queen Adelaide, Ewell, Surrey, tonight, January 8.

**Rover Sports Register.**—The successful meeting which was held at Beaconsfield to mark the beginning of club activities is now being followed up by the Polar Handicap, a winter rally which will be held on Sunday, January 17. It is intended to hold more ambitious events of this type in the near future.

**Sussex C. and M.C.C.**—A film show on January 29 will be given by the Vacuum Oil Company and will include "Sport on Wheels, 1953," and "Monte Carlo Rally, 1953."

**Thames Estuary A.C.**—Final preparations are now in hand for the second Cats' Eyes night navigation and map-reading rally which is to be held on February 6-7. Entries close on Monday, January 25, and it would greatly assist the organizers if these were sent in as early as possible. Chains will be permitted in the event of wintry conditions. Though secret time checks will be used, these will not be in operation for the purpose of calculating competitors' regularity in the regularity test.

**Middlesex County A.C.**—During the recent annual dinner Earl Howe said that every member should press Parliament for more and better roads. Lord Brabazon also spoke of matters concerning the motorist and Professor A. M. Low said that accidents were not, in the main, caused by bad driving, but by bad manners.

**Peterborough M.C.**—The Closed Invitation Sporting Trial for the Warco Cup will be held on Sunday, January 31, starting from the Wheatsheaf Inn, Alwalton (just off the Great North Road at Kate's Cabin). The first car will be away at 12 noon. The trial will include nine sporting sections and one special test. Entries will be accepted up to the first post on Thursday, January 28; entry forms may be obtained, together with regulations, from W. J. Wardle, 34a, Priestgate, Peterborough. Telephone, Peterborough 4927. Invited clubs include: Leicestershire C.C., Sunbair, Northampton and District C.C., Shenstone and District C.C., Eastern Counties C.C., Cambridge 50 C.C. and the Nottingham S.C.C.



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## IN BRIEF

Henlys, Ltd., and subsidiary companies, made a net profit for the 12 months ended August 31, 1953, of £148,177 (£103,470 previously).

The Westminster Abbey Appeal, to which reference was made in *The Autocar* of November 20, has been donated £1,000 by the Dunlop Rubber Co., Ltd.

Mr. D. H. Leonard and Mr. F. A. Jackman, B.Sc., A.R.I.C., have been appointed directors of Carless, Capel and Leonard, Ltd., refiners and distillers of petrol.

Dr. A. J. Holland, of the research laboratory of the Triplex Safety Glass Co., Ltd., Birmingham, has been elected a Fellow of the Society of Glass Technology, of which he is a vice-president.

Mr. H. Peters and Mr. W. T. Price have been elected to the board of the Birmingham Aluminium Casting (1903) Co., Ltd. They will be, respectively, works director and sales director.

Mr. V. J. Roy-Appin, formerly a director of Standard and Triumph Sales, Ltd., has joined Stratstone, Ltd., of 40, Berkeley Street, London, W.1, as trade representative for Daimler and Lanchester cars.

Mr. G. H. Latham, chairman and managing director of the Whitehead Iron and Steel Co., Ltd., has been appointed president of the British Iron and Steel Federation in succession to Sir Ellis Hunger.

Mr. A. T. Sidwell has been appointed a director of the Car Collection Co., Ltd. He joined the company in 1950, before which he was with, in turn, the Daimler Co., Ltd., Rootes, Ltd. and Nuffield Acceptances, Ltd.

The wholesale distribution of Standard and Triumph cars in the Greater London area is now being handled from the new offices and showrooms of the Standard Motor Co., Ltd., at 15-17, Berkeley Square, London, W.1.

Subject to audit, the consolidated net profit of Mann Egerton and Co., Ltd. for the 12 months ended September 30 was £59,080 (£63,982 previously). The dividend less tax on the preference stock was the same as before at 8 per cent. On the ordinary stock it was 16 per cent., which is also the same as previously.

A subsidiary company is to be registered in Australia by the British Motor Corporation. It will control the operations of the Austin Motor Co. (Australia), Ltd., of Melbourne, and Nuffield (Australia) Pty., Ltd., of Sydney. Mr. L. P. Lord will be chairman of the new company and the managing director will be Mr. G. A. Lloyd, who is at present managing director of Nuffield (Australia) Pty., Ltd. Having reached retirement age Mr. G. M. McGuire has resigned his managing directorship of the Austin

Motor Co. (Australia), Ltd. His place on the board will be filled by Mr. G. W. Harriman. Colonel Arthur C. R. Waite has also retired from the board. He will be succeeded by Mr. George A. Lloyd who will also become managing director.

Ernest Newton and Co., Ltd. have changed the trade mark of their products from Notwen to Newton. This company's oils are well known in the Birmingham area and amongst competition drivers. The managing director is Mr. E. J. Newton whose name has frequently appeared in accounts of races and rallies.

A fire occurred recently at the Coryton refinery of the Vacuum Oil Co., Ltd. Some damage was caused to the continuous percolation unit which was scheduled to come into production very soon. Repairs have already begun, and the incident will not affect in any way the supply or delivery of the company's products.

A.F.N., Ltd., Falcon Works, London Road, Isleworth, Middlesex, have taken over the representation for the German-built Porsche in the U.K. A fine list of competition successes has recently been built up by Porsche cars, chiefly on the Continent. Mr. Charles Meisl, who has had so much to do with the Porsche in Great Britain, has also joined A.F.N., Ltd.

A new company called Morris Motors (Canada), Ltd. has been formed with its head office in Toronto. Directors are Mr. L. P. Lord, Mr. R. F. Hanks, Mr. R. St. Laurent and Mr. L. Michelin. Mr. Michelin is managing director of the company as he also is of the Austin Motor Co. (Canada), Ltd. In future he will be in charge of the activities of both companies.

Mr. Howard W. Page has been appointed to the board of the Esso Petroleum Co., Ltd. Since 1949 he has been shareholders' representative in London for the Standard Oil Company (New Jersey), and has been prominent in several major oil transactions during the post-war period. He was particularly prominent in the plan which ultimately led to the de-rationing of petrol in Britain in 1950.

### Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 16815. 1933 Vale Special Sports. "L.R.B."—All possible information, particularly details of braking system; also a handbook.

No. 16816. 1936 Standard Ten. "R.W.M."—Any available information and a handbook.

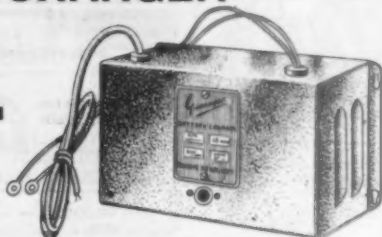
No. 16817. Vale Special. "D.D."—Advice and hints on fitting larger engine, such as Ford Ten.

No. 16818. Handbooks Required. "J.S."—1939 1½-litre VA-type M.G. "J.W.T."—1936-37 Humber Twelve. "P.E.K."—1934 Talbot 65. "H.F.H."—1936 1½-litre Riley Adelphi. "P.C.P."—1937 2½-litre Daimler Light Twenty. "K.C.L."—1934 Standard Ten handbook and workshop manual.

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53 FORD Prefect, blk./red, 6,000 mls. ....	£510
52 JOWETT Javelin de Luxe, golden sand	£595
52 FORD Prefect, duo beige, 9,000 mls. ....	£475
51 HUMBER Hawk, blue/lawn, rad., htr. ...	£625
51 VAUXHALL Velox saloon, green .....	£495
51 FORD Zephyr, grey, radio, heater .....	£595
50 HUMBER Super Snipe sal., blk./brn. ...	£545
50 M.G. 1½ saloon, maroon, 21,000 mls. ....	£545
50 AUSTIN A70, blue, sun roof, heater .....	£535
49 SINGER 1500 saloon, blk., heater .....	£475
49 MORRIS Minor Convert., red/beige .....	£355
48 VAUXHALL 12, blk./brn., sun roof .....	£325
48 HILLMAN Minx, blk., sun roof .....	£395

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WOLSELEY 14 h.p. Sal. A good 1935 model	125
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TALBOT "75" Sal. (Dec.) 1936. Mech. good	115
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LANCIA 12 h.p. "Augusta" Fine performance	125
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1167 1951 STANDARD Vanguard sal. ..	£499
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1100 1946 MORRIS 8 saloon ..	£325
1159 1948 ARMSTRONG SIDDELEY Typhoon ..	£475
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122 1938 FORD 30 h.p. V.8 Utility ..	£275
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129 1939 VAUXHALL 14 saloon ..	£295
175 1938 FORD 8 saloon ..	£225
179 1938 MORRIS 8 saloon ..	£235
145 1938 HUMBER 27 h.p. saloon ..	£95
145 1935 WOLSELEY 14 saloon ..	£135
149 1936 MORRIS 8 Tourer ..	£145
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125 1937 FORD 8 saloon ..	£165
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NEW AUSTIN A.70 saloon AND MANY OTHERS	

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AUSTIN A40 Somerset coupe, blue,  
heater.  
MORRIS Oxford saloon, black, red  
interior.  
FORD Consul De Luxe saloon, black.  
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Also another '53 not quite as good	£725
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1950 VAUXHALL Wyvern, one owner, Blue	£465
1951 M.G. 1½-litre saloon, Black	£579
1950 M.G. 1½-litre saloon, Green	£599
1947 FORD Anglia 8 h.p. saloon, Black	£559
1939 VAUXHALL 14 J Type saloon, Grey	£315

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New MORRIS Oxford, black, list price.	£475
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1934 BENTLEY 3½-litre saloon, grey	£550
1935 BENTLEY 3½-litre saloon, black	£675
1937 M.G. T.A. sports, green	£235
1950 MORRIS Minor tourer, grey	£425
1951 ROVER 75 saloon, black, red leather, radio, heater, 21,000 miles	£815
1952 STANDARD Vanguard saloon, grey, red leather, heater, one owner	£595
1950 VAUXHALL Wyvern saloon, grey	£475

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HUMBER Super Salpe, black	£1,396 10 10
HUMBER Hawk, grey or black	£985 14 2
HILLMAN Estate Car, grey	£796 2 6
AUSTIN A.70 Sunbeam, blue	£856 15 10
MORRIS Oxford Saloon, grey	£708 15 10
STANDARD Vanguard, grey/blue	£844 1 2
SUBHAM-PALBOT 10 saloon, grey	£1,169 17 6
FORD Popular Saloon, grey	£580 14 2

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Or hired 36 months inc. tax and ins.	£11 14 0
1937 R.E. JAGUAR saloon	£185 0 0
Or hired 36 months inc. tax and ins.	£9 18 0
1936 ROVER 14	£225 0 0
Or hired 36 months inc. tax and ins.	£10 17 0
1936 M.G. Sports saloon	£150 0 0
Or hired 36 months inc. tax and ins.	£8 6 0
1935 MORRIS 10	£150 0 0
Or hired 36 months inc. tax and ins.	£8 6 0
1934 MORRIS Minor	£95 0 0
1934 STANDARD 10	£75 0 0

60 Cars in stock. H.P. and other hiring terms arranged.

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AUSTIN Sheerline in  
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NEW AUSTIN A/40 Saloon  
NEW AUSTIN Somerset Coupe  
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NEW AUSTIN A/40 Van de  
Luxe  
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Luxe

NEW AUSTIN 25-cwt Van  
NEW AUSTIN Sheerline Saloon

1950 AUSTIN A/40 Devon Saloon, heater	£475
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1950 VAUXHALL Velox, resprayed grey, grey interior, heater, radio, loose cover fitted, mechanically sound, indistin- guishable from new	£510
1950 AUSTIN A70, black, grey upholstery, heater fitted, body in showroom con- dition, tyres good all round	£495
1947 VAUXHALL 14 J Type, black, brown upholstery, body condition good, mechanically sound, tyres good all round	£365
1938 VAUXHALL 10 h.p. saloon, grey, blue leather interior, good tyres all round, mechanically sound	£245

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PADdington 0022 (12 lines).

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**NEW AUSTIN MODELS**

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I would be interested to purchase :—  
 a ..... H.P. Make .....  
 I have for part exchange :—  
 ..... H.P. Make ..... Body Type .....  
 ..... Number of Owners .....  
 Mileage .....  
 Date of First Registration .....  
 Name .....  
 Address .....  
 'Phone .....  
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**WE WELCOME  
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 IN PART EXCHANGE  
 AND INVITE YOU  
 TO COMPLETE THE  
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**WELSH HARP**  
 Edgware Road, London, N.W.9  
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# The Autocar

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## USED CARS FOR SALE & WANTED — SPARES & SERVICE

**A.C.**  
**1953** A.C. 2-litre 5-seater tourer, 4,000 miles, as new, £1,050.  
**GORDON CARS (LONDON), Ltd.**, 373, Euston Rd., London, N.W.1. Bus. 9611. [C2023]  
**1950** saloon, H.M.V. radio, heater; low mileage, immaculate; £650 o.n.o.—Box 2671. [5093]  
**A.C. CARS, Ltd.**, offer 3 A.C. 2-litre 2-door saloons, works reconditioned and guaranteed; 2 1949 and 1 1951.—High St., Thames Ditton, Surrey. [4966]  
**175** kms.—A.C. 1935 16/50hp Greyhound sports saloon, ivory, blue leather, radio, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]  
**XXX** 1950 (March) A.C. 2-litre saloon, finished in black with beige leather, very attractive one-owner car, thoroughly recommended with written guarantee; £695; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [C2001]  
**XXX** Most attractive 1951 (September) A.C. 2-litre saloon, an immaculate one-owner car, finished in birch grey with red leather, heater, twin pass lamps, screen washer, offered with written guarantee; £795; thoroughly recommended by the Sole A.C. Distributors for London, Middlesex and Surrey; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2005]

**A.C. Cars Wanted**  
**REALLY** good second-hand A.C. required.—Cobb, 30, Harley House, N.W.1. [W1086]  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**XXX** H. F. Edwards offer immediate cash for good A.C. cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

**ALFA-ROMEO**  
**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". [C1046]  
**BARTLETT**—Alfa-Romeo 2.3 6-cyl 4-wheel I.S. semi-streamlined saloon, paintwork unmarked. £450; Alfa-Romeo 1.750 s/c 100mph drop head coupe, just recommended by expert engineer; £325.—27a, Pembroke Villas, W.11. [C1013]

**Alfa-Romeo Cars Wanted**  
**BARTLETT** will pay more for good Alfa-Romeos.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Alfa-Romeo Spares and Service**  
**THOMSON & TAYLOR (BROOKLANDS), Ltd.**, spares and service for all Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [C214/R]

**ALLARD**

**GE**  
**1951** as new J.2 Competition Allard, 3,500 miles, only, equipped 3,917cc Mercury engine, special Ardun overhead valve cylinder heads (£160 extra), raised 9 : 1 compression, large capacity sump, twin carburetors, twin petrol pumps, twin exhausts, remote control gear box, independent suspension, De Dion type rear axle, balanced wheels, new tyres, recently decarbonised, just fully serviced and tuned by ourselves, fitted superb streamlined manufacturers 2-door 2-seater aluminium coachwork with fully concealed all-weather equipment and spare wheel, in bronze, chromium, brown leather. Specialities: luggage rack, Blumels steering wheel, flashing indicator lights, built-in sidelights, twin tone horns, night driving mirror, comprehensive instruments, etc.—speeds in excess of 120mph, magnificent handling qualities; originally cost close on £2,000, offered at £695; written guarantee; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000]

**RICHARDS & CARR** always best value.

**M2X** drop head fourseater, completely indistinguishable from new throughout; £575.

**1952** Allard P1 saloon, 15,800 miles, one owner, beautiful car; £675.

**1951** K2 2-seater, one owner, spotless condition; £595.

**1951** J2 2-seater, Ardun heads, spotless; £625.

**35**, Kinnerton St., London, S.W.1. Slean 5424. [C3045]

**K2** Allard, red, as new—Valentine 4674, after 6 p.m. [C2019]

### SALES & WANTS

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**MOTORISTS!**  
**ACCOMMODATION—HOTELS,**  
**GUEST HOUSES, ETC. FOR**  
**BUSINESS OR PLEASURE**

See page 68

### ALLARD

B. J. HUNTER, Ltd. offer:—

**1950** Allard P saloon, just fitted new tyres, really as new; choice of 2 from £450.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

**ALLARD & TABOR, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2-5, offer:—

**1950** (reg. Nov. 1949) Allard P1 saloon, finished black, brown leather, radio, low mileage, excellent condition; £595. [C1001]

**1948** Allard 2-seater, excellent order; £335.—Autowork, Ltd., Winchester. Tel. 4834. [C1010]

**1951** Allard K2, 3,000 miles, condition as new throughout, in a very attractive red colour scheme; £650.—Valentine 4674 after 6 p.m. [C2014]

**REGISTERED** November, '51, 1952 model Allard saloon, radio and windscreen washers; £475.—Below.

**REGISTERED** June, '50, Allard saloon, colour blue and blue leather; £425.—Woot, Grove Street Garage, Doncaster. Doncaster 49360. [508]

**CAMDEN MOTORS** for Allards.—M.2X drop head fourseater coupe, 1952, latest type model with short radiator grille, an immaculate low mileage specimen in very beautiful condition; £695.

**CAMDEN MOTORS** for Allards.—Earlier drop head; 1948/9 from £545, also two saloons, one 1950 and one 1951 from £425.

**CAMDEN MOTORS** for Allards.—Leighton Buzzard Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1012]

**395** km.—Allard 1949 sports 2-seater, bronze, brown leather, high compression cylinder heads, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith (Hampstead Tube), Hampstead 6041. [C4012]

**ALLARD** drop head coupe, November 1948, colour fawn with new maroon hood, fitted twin Marechal spot-lamps, twin demers, a very attractive car; excellent value at £365.—Tate of Leeds, Ltd., Allard Distributors for Yorkshire, New York Rd., Leeds, 2. Tel. 51281. [4903]

### Allard Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**B. J. HUNTER, Ltd.**

**FOR** immediate purchase of your Allard.

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [W2040]

**J2** or K2 wanted for cash.—Tel. Valentine 4674 after 6 p.m. [W2018]

**REALLY** good second-hand Allard required.—Cobb, 30, Harley House, N.W.1. [W1086]

**BARTLETT** will pay more for good Allards.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

**REQUIRED**, good used Allard.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

**RICHARDS & CARR**, the best Allard buyers.—35, Kinnerton St., London, S.W.1. Slean 5424. [W3045]

**PERFORMANCE CARS** urgently require Allard.—Great West Rd., Brentford Middlesex. Ealing 8841. [W3041]

### ALVIS

**WELBECK MOTORS, Ltd.**, proudly offer the country's finest 3-litre Alvis drop head:—

**1951** 2 Alvis 3-litre drop head coupe, virtually unused, passed as new by Alvis, in magnificent special-order colour scheme of snow shadow with red leather upholstery and hood, white wall tyres, radio, heater, originally cost approximately £2,000; our price £1,125; 3 months' free service.

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 3991 (6 lines). [C4048]

**CAR MART, Ltd.**

**1952** Alvis 3-litre saloon, radio, heater; £1,185.—Car Mart, Ltd., 320, Euston Rd., N.W.1. [C1029]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ALVIS

B. J. HUNTER, Ltd., offer:—

**1948** Alvis 14hp sports 2-seater, very attractive streamlined car; £495.  
**B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305.** [C2040]

**ENGINES RECONDITIONED, Ltd., offer:—**

**1948** Alvis 14, fitted with smart utility body, very roomy 4/5-seater, finished in metallic and natural wood excellent chassis; £395.—335, Pinner Rd., Harrow, Middx. Tel. Harrow 5369. [C2070]

**BROOKLANDS, Alvis distributors, new 3-litre.**

**1953** Alvis 3-litre T.C. saloon, 6,700 miles.

**1953** Alvis 3-litre sports 2-seater, 600 miles.

**1952** Alvis 3-litre saloon, small mileage.

**1950** Alvis 14hp 4-door saloon.

**ALVIS cars examined and guaranteed.**

**DEFERRED terms; buy or sell your car**

**103, New Bond St., London, W.1. Mayfair 8351-2.** [C1063]

**11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars."** [C1046]

**1952** 3-litre Alvis sal., black, one owner, except. cond.

**1951** model 3-litre Alvis Tickford coupe, maroon, radio, heater, 25,000 miles.

**TICKFORD, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3338.** [C4029]

**1931** Alvis 12/50 coupe, well maintained; £100.—Bourne, 13, Windsor St., New Brighton, [5042]

**PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."** [C3041/R]

**ALVIS 1931 12/60 beetle-back 2-seater; £100.—Maddison, 14, Wilton Crescent, S.W.19. Liberty 6166.** [5181]

**ALVIS 3-litre saloon, metallic grey, late 1951 (modifications), one owner, 16,000 miles; £895.—Campbell Symonds, Arnold 2246.** [C1087]

**1952** Alvis 3-litre saloon, one owner, immaculate, guaranteed; £1,125.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. [C4053]

**1952** Alvis 3-litre saloon, maroon, £50 extras, small mileage, as new; £1,075.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011]

**£675!!!—1949** Alvis 14, fitted special sedan-type 5-seater coupe, this vehicle is genuinely in as new condition and the finest example we have had; 3 months' guarantee; hire purchase, exchanges.

**LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground).** [C2062]

**1939** Alvis 12/70 sports saloon, black with blue leather upholstery, heater, etc., very carefully maintained.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

## Alvis Cars Wanted

**R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube), N.W.3. Ham. 6041.** [W4018/R]

**B. J. HUNTER, Ltd.**

**FOR immediate purchase of my Alvis.**

**B. J. HUNTER, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305.** [W2040]

**PERFORMANCE CARS urgently require Alvis's.—Great West Rd., Brentford, Middlesex. Ealing 9841.** [W3061]

**POST-WAR Alvis 14's wanted.—Eric Hayes, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289.** [W2033]

**CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. Mayfair 6266. Service Works and Stores: Barnside Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8.** [0590/R]

**Alvis Spares and Service**

**SERVICE and spares for Alvis cars.**

**ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar, Gold, London.**

**AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry, Tel. 3501. Grams: Alvis, Coventry.** [0931/R]

**CHARLES FOLLETT, Ltd., Alvis specialists.**

**SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.**

**SPARE PARTS.**

**SERVICE: Barnside Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8.** [0591/R]

**MANCHESTER.—Alvis repairers and spares, main agents.**

**FRERMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5.** [0653/R]

**ANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080) and 176, Deansgate, Manchester (Tel. Deansgate 4507).** [0389/R]

## AMERICAN CARS

**NASH CONCESSIONAIRES offer:—**

**A SMALL selection of used Nash automobiles; these cars are offered at extremely competitive prices and are right-hand drive models; all cars offered are equipped with radio, heater and overdrive; terms, part exchanges.—Albany St., London, N.W.1. Euston 5558.** [5067]

**HUDSON Commodore Six, r.h.d., ultra-low body sedan, all extras, leather upholstery, exchanges, terms.—Auto Sales (B'ham), Ltd., 365, Coventry Rd., B'ham. Vic 5182.** [4891]

## AMERICAN CARS

**SIMPSON'S offer:—**

**RHD 1947 Ford saloon, 4-door, heater, black, moderate mileage.**

**RHD 1951 Nash sedan 4-door, radio, heater, extras, brook/gold, low mileage.**

**1951-52 Cadillac 4-door saloon, Hydramatic, radio and all extras, 16,000 miles.**

**1949-50 Chrysler New Yorker, 4-door, radio, heater, all extras, black, 23,000 miles.**

**1949 Lincoln 2-door, overdrive, radio, heater, all extras, moderate mileage.**

**1951 Oldsmobile 2-door, radio, heater, electric windows, Hydramatic, black, 20,000 miles.**

**1949-50 Plymouth station wagon, radio, heater, all extras, l.h.d., grey, moderate mileage.**

**1951 Pontiac 2-door, Catalina hard top, radio, heater, all extras, blue, 15,000.**

**SIMPSON'S MOTORS (WEMBLEY), Ltd. (American S'Car Specialists), 345, High Rd., Wembley 8691-3903.** [C4015]

**CAMDEN MOTORS offer:—**

**1948 Buick Super Eight four-door saloon, right-hand drive, and a 1949 Buick Super Eight.**

**1950 Studebaker Champion 2hp drop head four-seater coupe, right hand drive, all electric; immaculate in every respect.**

**1952 Chrysler Windsor 4-door de luxe saloon, right-hand drive, 9,000 recorded miles, indistinguishable from new.**

**1947 Packard Clipper 4-door saloon, right-hand drive, all extras, leather throughout.**

**1948 Packard Clipper 4-door saloon, right-hand drive, built-in radio, demisters, overdrive, etc.**

**ALSO complete selection of late pre-war saloons, drop heads and limousines: Packard, Chrysler, Buick, Dodge, Cadillac, etc.**

**ALL write or phone.—Camden Motors, Leighton C. Busard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays inclusive.** [C1035]

**METCALFE & MUNDY, Ltd.**

**1951 Cadillac 80 Special.**

**1952 Buick saloon, right-hand drive.**

**1949 Cadillac convertible.**

**1949 Oldsmobile hydramatic saloon, 12,000 miles.**

**1948-9 Cadillac saloon.**

**1947 Pontiac convertible all extras.**

**1947 Chevrolet convertible, bargain.**

**1939 Cadillac saloon.**

**1939 Ford V.8 drop head coupe.**

**280 Old Brompton P.d., S.W.5. Fremantle 5471.** [C3064]

**JOE THOMPSON (MOTORS), Ltd., offer selection late model American cars including 1949 American Ford V.8, radio and heater, black; £675.—97, Fulham Rd., S.W.3. Kensington 4858.** [C4028]

**BRITISH & COLONIAL MOTORS, Ltd., offer a selection of post-war American cars; enquiries invited.—13/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588.** [C1027]

**495 gns.—Chrysler 1946 28hp Windsor foursome convertible coupe, leather, r.h.d., column gear change, fluid drive, electrically operated hood, flashing indicators, built-in radio, excellent condition; terms, exchanges.—Rowland Smith, below.**

**495 gns.—Plymouth 1947 26hp special de luxe saloon, leather, r.h.d., column gear change, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.** [C4018]

## American Cars Wanted

**ATTENTION!!!**

**SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley.** [W4015/R]

**POST-WAR American cars wanted.**

**REG TIMMS (MOTORS), Ltd., 17-18, High St., Tootingdon, Beds. Tel. 31.** [W4064]

**AMERICAN car wanted for cash.—Tel. Valentine 4674 after 6 p.m.** [W2018]

**JOE THOMPSON (MOTORS), Ltd., require American cars.—97, Fulham Rd., S.W.3. Kensington 4858.** [W4028]

**WANTED, Chevrolet or Ford, Custom Six 1950 or 1. Write Landon, 103, Princes Park Ave., London, N.W.11.** [4982]

**BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588.** [W1027]

## ARMSTRONG SIDDELEY

**P & J PASS & JOYCE, Ltd. (England's largest distributors),**

**1951 Armstrong Siddeley Whitley saloon, black and grey, synchromesh, radio, loose covers, spotlights; £795; one week's free trial, guaranteed; deferred terms available.—184-188, Gt. Portland St., W.1. Museum 1001.** [C3039]

**CAR MART, Ltd.**

**1952 Armstrong Siddeley Lancaster saloon, heater; £595.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.** [C1039]

**TOM GARNER, Ltd., offer:—**

**1953 Armstrong Siddeley 2.3-litre (6-light) Whitley 6,000 miles only, black with blue leather, heater, radio, spotlights, etc., £1,095.**

**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7.** [C2020]

**11 Chipstead Motors Ltd.—See our advertisement under "Sports Cars."** [C1046]

## ARMSTRONG SIDDELEY

**HAROLD SIMONS, Ltd., offer:—**

**1950** Armstrong Siddeley 4-door saloon, black, brown leather, heater, sun roof, spot light, immaculate and excellently maintained mechanically; £695; 3 months' written guarantee; free service after sale; deferred exchanges; trade enquiries welcomed.

**Harold Simons, Ltd., 397-401 High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley, East Finchley Tube). Finchley 0052-53.** [C4062]

**GUY SALMON AUTOMOBILES offer:—**

**NEW and unregistered Armstrong Siddeley Typhoon.**

**Black/brown leather; offered at the special price of £1,095.**

**1953 Armstrong Siddeley Sapphire 4-light saloon, black/brown leather, 10,000 miles, fitted electric gear box, indistinguishable from new in every respect; offered at a considerable saving under list price; £1,495.**

**1950 Armstrong Siddeley 18hp Lancaster saloon, black/beige leather, 26,000 miles, very well maintained example; £595.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.** [C4001]

**ALCLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—**

**1939 Armstrong Siddeley 16hp saloon, black, brown leather, immaculate condition; £295.** [C1001]

**CABE'S MOTOR MART.—Armstrong 17 limousine, black, 46,000 miles, chauffeur maintained; £275.**

**1953 (November) Armstrong Hurricane coupe, blue, genuine 1,100 miles; £295; written guarantee; 5, Warren St., W.1. Euston 5523.** [C1040]

**1952 Armstrong Siddeley Whitley saloon, one owner, fitted radio, genuine small mileage; £895.**

**RIPCO, Ltd. (Armstrongs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4.** [C3052]

**CAMDEN MOTORS for Armstrong Siddeleys.—1948 series Hurricane drop head foursome coupe, immaculate one owner car in outstanding condition; £445.**

**CAMDEN MOTORS for Armstrong Siddeleys.—18hp Lancaster 4-door saloon with bench type front seat, pre-selector gear box series, spotless coachwork, built-in heater, etc.; £545.**

**CAMDEN MOTORS for Armstrong Siddeleys.—Leigh-ton Busard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue.** [C1035]

**£398.—Armstrong Siddeley 1946 Hurricane drop head coupe, exceptional original condition, faultless mechanically; many others.**

**BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). Exchanges, h.p.** [C1017]

**1939 Armstrong Siddeley 25 saloon with division, positively immaculate, ideal hire; £1501!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723.** [C1011]

**1953 Sapphire dual green, twin carburetors, 5,300 miles, 5,300 miles, indistinguishable from new; £1,550.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2.** [C3040]

**1953 Armstrong Siddeley Sapphire 6-light saloon, 2,500 miles, synchromesh gear box, heater; £1,595.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557.** [C3006]

**£395.—Armstrong Hurricane coupe (Oct., 1946), grey with grey leather, very well maintained.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404).** [C4022]

**GUY ALFREDS & Co., Ltd.—1952 Armstrong Siddeley touring utility, superb order; 1948 Armstrong Siddeley 4-door saloon, outstanding condition.—5-7, Warren St., W.1. Euston 3268.** [C1005]

**£495!!!—1949 Armstrong Siddeley Hurricane coupe, bodywork and interior in immaculate and original condition, the finest example we have had; 3 months' guarantee; hire purchase, exchanges.**

**LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground).** [C2062]

**CAMDEN MOTORS for limousines.—The largest selection in the country—over 60 in stock including many Armstrong Siddeleys—see our advert under Limousines Classified Section.** [C1035/1]

**365 gns.—Armstrong Siddeley 1947 Hurricane coupe, some drop head coupe, pastel green, maroon leather, manual gear change, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below.**

**525 gns.—Armstrong Siddeley (October) 1950 18hp Hurricane drop head coupe, heater, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.** [C4016]

**1952 Armstrong Lancaster saloon de luxe, sun roof, black and red leather, 14,000 miles guaranteed, one private owner since new; sacrifice; £675; cost new £1,725.—Imperial Motor Mart, Cheltenham, Tel. 2065.** [4980]

**1951 (November) Armstrong Siddeley Lancaster 4-door de luxe saloon, fitted good-quality loose covers, one owner, black exceptions condition throughout; £645.—Jacquier, Ltd., 225-7, Hammer-smith Rd., W.6. Riverside 6677-8.** [C2043]

**1952 (October) Armstrong Siddeley Whitley 4-light saloon, fawn/maroon, 10,000 miles only, spotless condition; £895.—Halls (Finchley), Ltd., Osdon Parade, North Finchley, London, N.12. Tel. Hillside 1044.** [5113]

**1950 Armstrong Siddeley Whitley saloon, black, brown hide, heater, 14,000 miles, one owner, 15,000 miles, chauffeur kept, and in superb condition throughout; £695; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274.** [C4035]

**1952 Armstrong Lancaster, one owner, 12,000 miles, radio, heater, etc., finished grey, maintained by makers, perfect throughout; £745; trade and part exchange enquiries invited.—G. P. Morry, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488.** [C3016]

**TANKARD & SMITH, Ltd., offer 1949 Armstrong Siddeley Lancaster saloon, black/brown leather, bench-type seat, pre-selector gear, heater, very clean condition throughout; £525; three months' written guarantee.—184-188, Kings Rd., Chelsea, S.W.3. Tel. Flaxman 4801-2-3.** [C4026]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ARMSTRONG SIDDELEY

**1953** Armstrong Siddeley Sapphire 6-light saloon, finished in Dual grey, 1,700 miles only, 2 carburettor model, electric operated gear box, virtually as new, providing a considerable saving on the list price.—Grosvener Garage, London Rd., Newcastle, Staffs. Tel. 66207 [4968]

**CARTWRIGHT HAMILTON CARS** offer £450/11 Armstrong Siddeley Hurricane d.h. coupe, dual tone grey with maroon, every conceivable extra, including radio, heater, white-wall tyres and twin flamethrowers.—Head Office, 202, Kensington High St., W.14, Western 0207-8. [5067]

**ROYS** offer amazing original condition 1937 Armstrong 17 saloon, one private owner, works maintained; first buyer won't hesitate at £195; terms and exchanges.—Roy's Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059]

**XXX** Particularly attractive 1952 (March) Armstrong Siddeley Whitley saloon, dark blue with blue leather and loose covers, heater; a really immaculate one-owner car, recommended with confidence, written guarantee; £865; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C5005]

**LIMOUSINE**, 1951 18hp, partition, forward occasional seats, small mileage, privately owned, immaculate, black, 2985, Alpe & Saunders Limited, Providence Court, North Audley Street, Mayfair-2941. [C1006]

## Armstrong Siddeley Cars Wanted

**C** **THE CAR MART, Ltd.**, wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R]

**R** **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**C** **CHARLES FOLLETT, Ltd.**, official Armstrong Siddeley agents, Berkeley St., W.1. Mayfair 6266. [C5005]

**18** **SERVICE**, Works and Stores—Barnsdale Yard, off Elna Ave., W.9, Cunningham 5936-7-8. [W2010]

**M** **ARMSTRONG MOTOR CO., Ltd.**, for your Armstrong Siddeley, Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0183/R]

**7** **SEATER** privately owned 1939/39 Limousines 27 quired, also 18hp 1951/32—cash waiting, A. & S. 2, Providence Court, North Audley Street, Mayfair-2941. [0635/R]

**P** **PASS & JOYCE, Ltd.**, England's largest distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184-183, Gt. Portland St., W.1. Museum 1901. [0635/R]

**XXX** H. F. Edwards offer immediate cash for good Armstrong Siddeley cars.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

## Armstrong Siddeley Spares and Service

**A** **ARMSTRONG SIDDELEY** owners, complete overhaul, service, 48 hours' exchange engine service; prompt guaranteed work by specialists.

**P** **PRELECTOR** gear boxes; exchanges, reconditioning, —Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301. [0644/R]

**H** **ENLYS, Ltd.**, Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R]

**P** **PASS & JOYCE, Ltd.**, England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the Official London Armstrong Siddeley Service Station for all after-sales service and spare parts.—Works: The Hyde, Edgware Rd., Hendon, N.W.9 (Colindale 5431). [0760/R]

## ASTON MARTIN

**H. W. MOTORS, Ltd.**, offer:—  
**1953** (June) Aston Martin DB2 saloon, finished medium metallic blue with grey piped blue leather upholstery, fitted Vantage engine; this car is virtually as new, having only covered 5,000 miles; £2,275.

**1952** Aston Martin DB2 drop head coupe, finished red with black upholstery, black Mohair hood; fitted Vantage engine, Alfa brake drums, H.M.V. radio, heater, screen washers and Marchal headlights; this car is in outstanding condition, having only covered a genuine 10,000 miles.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

**B** **BROOKLANDS**, Aston Martin sole distributors; 1954 models available; cars on show and for demonstration. Aston Martin D.B.2 saloon, 6,000 miles, as new, guarantee available.

**1952** Aston Martin D.B.2 saloon, very carefully used, very immaculate.

**BUY** or sell your car at

**103** New Bond St., London, W.1. Mayfair. 8351-6. [C1029]

**A** **STON MARTIN**.—We are expecting early in the New Year what must probably be one of the finest 1938 2-litre saloons in existence.—Further details from Portland Sports Autos, Meadowhead Garage, Meadowhead, Sheffield, 8, Tel. 43212, Open Sundays. [4583]

## Aston Martin Cars Wanted

**R** **ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**C** **CHARLES FOLLETT, Ltd.**, official Rolls-Royce and Bentley resins and retailers, Berkeley St., W.1. Mayfair 6266. [C5005]

**18** **SERVICE**, Works and Stores—Barnsdale Yard, off Elna Ave., W.9, Cunningham 5936-7-8. [W2010]

**A** **STON MARTIN** cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor, Windsor 2002-3. [0197/R]

## Aston Martin Cars Wanted

**BARTLETT** will pay more for good Aston Martins.—27a, Pembroke Villas, W.11, Bayswater 0523. [W1013]

**HILLINGDON MOTORS** are interested in buying Aston Martins.—325, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [W2062]

## Aston Martin Spares and Service

**FRIARY MOTORS, Ltd.**

**ASTON MARTIN** main dealers.

**SOLE** suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0196/R]

## ATALANTA

**RAYMOND WAY**.

**RAYMOND WAY**, of Kilburn.

**RAYMOND WAY**, The Hire-Purchase specialists.

**1948** (reg.) Atalanta coupe, in really super condition, fitted with reconditioned Ford V.8 engine, terrific performance, one of the few of its class in the country; 229ms.

**H** **IRE** purchase terms on the spot with no references. No formalities or guarantors; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C5047]

## AUSTIN SEVEN

**1938** model Austin Big 7 4-door saloon, black with blue leather; £175.—81, Garratt Lane Wandsworth, S.W.18. Battersea 5770. [C4062]

**£195**—1939 Austin 7 Ruby de luxe saloon, grey, one owner only, exceptional; £65 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

## Austin Seven Cars Wanted

**A** **USTIN 7 Nippy**, must be in a serviceable condition.—Box 2617. [4949]

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN A30

**C** **AR MART, Ltd.**, London distributors.

**1953** Austin A30 saloon, heater; £475.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

**H. A. SAUNDERS, Ltd.**  
**1953** A30 4-door saloon, fawn/fawn leather, negligible mileage, one owner, as new; £480.—326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

**1953** (August) A30 saloon, green, brown hide, heater, 3,400 miles; £485.—Surrey Car Co., 44, Richmond Rd., Kingston 8340. [5104]

**1953** A30, comet blue, 5,700 miles, as new; £465; terms, exchange.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Arnold 4604. [C5017]

## Austin A30 Cars Wanted

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN EIGHT

**COACHCRAFT** offer:—  
**£285**—1947 Austin 8 4-door saloon de luxe, properly maintained by main agents, bodywork and general condition infinitely superior to most on offer; 1 month's guarantee, terms and exchanges; Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]

**1946** Austin 8hp saloon, one owner; £285.—Vanderell 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057]

**325ms.**—Austin 8 1947 saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below.

**245ms.**—Austin 8 1939 saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1947** Austin 8 saloon, one owner, 20,000 miles; £325; 3 months' guarantee; terms and exchanges.  
**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5225 and 5774. [4094]

**1939** Austin 8 4-door saloon, black/brown, one owner, good condition; £215.—John Trigg, Ltd., Esher 1234. [5012]

**1947** Austin 8 4-door sun saloon, black/brown leather, excellent condition; £325.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C4026]

**1946** Austin 8 saloon, one owner, excellent condition, guaranteed; £275; exchanges, terms.—Palmer, 55, York St., Twickenham, Pops Grove 1890/7087. [C5034]

**1940** Austin 8 4-door saloon, recent new engine, interior and bodywork almost unmarked; £225.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [C5068]

## Austin Eight Cars Wanted

**C** **THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952/R]

**A** **USTIN 8 1946-47** wanted in faultless condition; no dealers.—65 Highbury Park, N.5. Can. 1650. [13226]

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## AUSTIN TEN

**A** **UTO SALES (LONDON), Ltd.**, offer:—

**1946** Austin 10 saloon, specimen condition throughout; £335.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Malda Vale 5555. [4769]

**D. J. SHEPHERD & CO. (ENFIELD), Ltd.**, offer:—

**1947** Austin 10 saloon, black, brown leather interior, in exceptional condition throughout, a bargain at £365.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. [C4006]

**1946** Austin 10 saloon, excellent condition throughout; £345.  
**JOHN WILSON AUTOS, Ltd.**, Sanderstead Rd., South Croydon, Sanderstead 4260. [C4052]

**1946** saloon, black, brown leather; £355.—K. J. Motors, Ltd., Bromley, Rav. 5456 7/8/9. [5124]

**1947** Austin 10 saloon, magnificent, guaranteed; £315, payment.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [C4036]

**A** **USTIN Cambridge** saloon, 42,000, one family since new, beautiful condition; £245, week-ends.—25, Shirley Gdns., Hornchurch. [4696]

**1946** (model) Austin 10 saloon, black, brown leather, exceptional condition; £295.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [5080]

**1946** Austin 10 saloon, £295; also '40 Austin 10 saloon, excellent condition; £245; exchanges, terms.—Palmer, 5, Russell Gardens Mews, Kensington, W.14. Park 9704. [C5034]

**£225**—1939 Austin 10 excellent condition, really fine car, choice of two.—G.P. (Baltham), Ltd., 2c, Baltham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [C5024]

**1947** model Austin 10, black, brown leather, Aes discs and Rimmelishers, reversing lamps; a perfect example of this popular model.—Kin Auto Sales, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. [C5027]

**£195**—Most excellent 1937-8 Austin 10 Cambring, de luxe saloon, carefully used and genuine bargain; also choice 1935 from £125 and 1936 cabriolet; 5 months' guarantee; hire purchase, exchanges.  
**LAMBS**, Finchley Showrooms 421-423, High Rd., Finchley N.12. Finchley 6221. (East Finchley Underground). [C5053]

**295ms.**—Austin 10 1940 type saloon, sliding head, leather, rebored, excellent condition; terms, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

## Austin Ten Cars Wanted

**C** **THE CAR MART, Ltd.**, London distributors wish to purchase Austin 10 cars.—297, Euston Rd., Euston 1212. [0953/R]

**R** **OWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**A** **USTIN 10, 1946-48**, in good condition.—6, Rodmanton Mews, Dorset St., W.1. [W2066]

**PRIVATELY** owned Austin 10.—5, Brae Court, Kingston Hill, Surrey, Tulse Hill 2768. [W2057]

## AUSTIN A40

**A** **LWAYS**  
**AUSTIN A40s**. A selection with a written guarantee and free after sales service at  
**NAYLOR & ROOPE, Ltd.**, 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C5022]

**C** **AR MART, Ltd.**, London distributors.

**1952** Austin A40 Somerset saloon, heater; £585.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039]

**B** **J. HUNTER, Ltd.**, offer:—  
**1950** Austin A40 saloon, radio, heater, remarkable condition; £465.

**B** **J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

**PHILIP RICKARDS, Ltd.**, offer:—  
**1953** Austin A40 saloon, beige, 160 miles only; Park Lane, London, W.1. Grosvenor 4772-3. [5051]

**M** **AYFAIR COUNTRY CARS**, offer:—  
**1951** A40, sunshine roof, fitted heater, superb condition, recorded mileage 22,000, £495; terms, exchanges.—7, George Yard, Grosvenor Sq., W.1. Mayfair 0151. [C5006]

**WARWICK WRIGHT, Ltd.**, offer:—  
**1953** Austin A40 Somerset convertible coupe, heater, grey, 2,000 miles; £645.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C4945]

**W** **ANSTEAD MOTORS, Ltd.**, offer:—  
**1953** Austin A40 Somerset, blue, 9,000 miles, radio and heater, sunshine roof, £595.

**W** **ANSTEAD MOTORS, Ltd.**, 645, Eastern Ave., Ilford, Valentine 1155-6-7. [C4047]

**A** **NDOVER MOTOR CO., Ltd.**, offer:—  
**1949** Austin A40 in grey with beige upholstery, heater, in really nice condition; £435.—Andover, Hants, Tel. 3405. Open week-ends (Sundays inspection only). [C1005]

**C** **M.I. CAR SALES (Pri 6623)**, offer:—  
**1952** Austin A40 sports drop head coupe, elegant, very low mileage, as new; £565.

**1950** Austin A40 Devon saloon, very good condition throughout; £495.  
**T** **HREE months' guarantee**; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN A40**  
**CHARLES RICKARDS, Ltd., offer:—**  
**1953** (May) Austin A40 Somerset saloon, finished black, fitted heater, 6,000 miles, one owner; £650.  
 Also a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

**56** Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 mins. from Marble Arch). Fad. 1820. (C3050)

**DENHAM GARAGE (ESHER), Ltd., offer:—**

**1951** (September) Austin A40 Devon saloon, exceptional condition, one owner; £495.—Portsmouth Rd., Esher, Surrey. Esher 3560. (4744)

**LAMBES & MEBS, Ltd. (Est. 1893), offer:—**

**1949** (Oct.) Austin A40 Devon sunshine 4-door saloon, grey, leather upholstery, radio, heater, embellishers, twin spotlights, excellent; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (C3012)

**COOMBS & SONS (GUILDFORD), Ltd., offer:—**

**1952** Austin A40 pick-up, fitted with heater, loose covers, one owner, mileage 13,000; £385.  
**COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)**

**1952** A40, one owner, immaculate; £545.—Below.

**1951** A40 saloon, one owner; £475; hire purchase and part exchanges welcomed.—Eberhart & Mills, Church Rd., Ashford, Middx., Tel. 2960. (C2035)

**1952** Austin A40 Somerset, beige, heater, one owner; £535.—Below. (C2035)

**1951** Austin A40 Devon, green, brown leather, heater, one owner; £515.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C3057)

**£435**—1949 Austin A40 Devon saloon, 23,000 miles, one owner. (C1070)

**DENHAM SERVICE STATION, Ltd., Denham, Bucks., Tel. Denham 2266. (C1070)**

**1952** A40 Somerset, 15,000 miles, wireless heater, condition as new; £600.—Reigate 4510. (S183)

**1952** (Sept.) Somerset saloon, one owner, nominal mileage, immaculate condition; £595; choice of three. (C2035)

**1953** A40 coupe, blue, heater, 6,300 miles; £635.

**H. A. SAUNDERS, Austin House, 144, Golders Green Rd., N.W.11, Speedwell 0011. (C4004)**

**A40** Somerset, 1953, blue, 4,000 miles, de luxe, sunshine, etc.; £645.—Smith's Garage, Bourneville. (5001)

**1952** Austin 40 Countryman, mileage 7,000; price £575, or part offer.—604, Kingston Rd., S.W.20. Tel. Liberty 3062. (4878)

**1949** Austin A40 saloon; £450; 3 months' written guarantee.—Brown's Garage, Loughlin (Essex) 4119. (TUBE.) (C1034)

**1949** and 1951 saloons and 1952 model in brand new condition at £545; 3 months' guarantee, hire purchase, exchanges.  
**LAMBES, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C2052)**

**1952** model Austin A40, black; £535.—L. F. Dove, Ltd., 59, Broadway, Wimbledon, S.W.19. (C1077)

**£595**—1953 Austin A40 Somerset saloon.—Le Grice Eiers, 107-8, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. (C2055)

**1949** Austin A40 saloon and 1950 models; guaranteed cars from £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. (C4019)

**J. DAVY, Ltd., offer A40 Countryman, 1951, low mileage; £545.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1069)**

**1952** (Sept.) Somerset; in spotless condition, heater; £550; and exchanges.—Cox & Moore, 204, Bards Lane, N.3, Finchley 2550. (S147)

**1953** (June) Somerset d/h coupe, in Austin blue, heater, 5,000 miles, unmarked; £625.—Meakins Motors, Ltd., Bridgewater. Tel. 2061/3643. (4996)

**1953** Austin A40 Countryman, grey, 4,700 miles only, immaculate; £660.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2, Bayswater 0065. (C1065)

**1952** (November) A40 Somerset, beige, sliding roof, heater, Regency loose covers, one owner; £595.—Heibling, Duxford Farm, Kingston, nr. Canterbury, Kent. (4887)

**1950** Austin A40, 22,000 miles, one owner, black and beige leather, radio, heater, excellent condition, 6 months' warranty; £425.—Haskins, Ladbroke 1155. (C3027)

**1952** (August) Austin A40 Somerset, blue, heater, 13,000 miles, immaculate; £595.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1, Langham 2261-2. (C3067)

**1953** Austin A40 Somerset sun saloon, black, heater, carefully maintained, bargain; £600.—Drayson Motors, Ltd., 1a, Hammersmith Rd., W.14, Fulham 3425-6. (4955)

**VERY** special 1952 cream Somerset, 8,000 miles only, meticulously maintained, many personal refinements, real leather, heater, whole car quite perfect; £600.—Box 2670. (S092)

**1951** G.S./3 Austin A40 Devon, steel grey, one owner, 16,000 miles, beautiful condition; £535.—L. F. Dove, Ltd., 111-115, Addison Rd., Croydon. Addiscombe 5066. (C1076)

**1950** Austin A40 saloon, reconditioned engine, one owner, excellent condition; £450; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14, Park 9704. (C3034)

**1953** Austin Somerset, fitted heater and loose covers an immaculate car throughout; £645.—Bella Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. (C1016)

**£585**—1952 A40 sports, radio and heater, 18,000 miles, unscratched condition, new to new terms, exchanges.—G. S. Hall, Ltd., 302, Kings St., Hammersmith, W.6, Riverside 261. (C2051)

**AUSTIN A40**  
**1951** A40 saloons: one black with sliding roof and heater; £475; another, dark green with steering column gear change and heater; £525; both one owner cars.—Campbell Symonds, Wembley 6362. (C1037)

**1951** Austin A40 saloon, black, beige upholstery, heater, genuine mileage 41,000, one owner, everything working; £665.—Brune, Thrift Wood, Limsfield, Surrey. Limsfield Chart 3290. (5022)

**£495**—1951 series Austin A40 de luxe saloon, late owner enthusiast and maintained this vehicle perfectly; also choice 1950 and 1952 models; 3 months' guarantee; hire purchase, exchanges.  
**LAMBES, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C2052)**

**J. DAVY, Ltd., offer A40 Somerset coupe, 1953, June, 2,000 miles only (stored 3 months); £550; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (C1069/1)**

**AUSTIN A40** Devon, '51-'52, green with brown upholstery, excellent mechanical order and immaculate appearance, new tyres fitted, a most attractive car; £555; car, motor cycle or combination in part exchange; easy terms.

**COPE, 481-487, Hagley Rd., B'ham, 17, Bearwood 2246. Open 9 a.m.-7 p.m. daily. (4940)**

**475** ens. Austin A40 1951 Devon saloon, leather, heater, one owner, excellent condition; choice of 6 A40s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**1949** Austin A40, immaculate coachwork, colour grey, leather upholstery, excellent mechanical condition, heater, small mileage; £520; 3 months' guarantee; terms, exchanges.—Tudor 8073 or Fitzroy 0295. (S105)

## SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS SECOND-TO-NONE in PULLING POWER

**1950** Austin A40 Devon saloon, heater, exceptional condition; £475; also 1951 A40 Devon at £500; and 1952 A40 Somerset saloon with radio at £595.—Drayson Motors, Ltd., 1a, Hammersmith Rd., W.14, Fulham 3425-6. (4957)

**1951** Austin A40 (October) saloon, grey leather upholstery, steering column gear change, ring horn, heater, reconditioned engine fitted, in really good order, with three months' guarantee; £525.—Parkstone Motor Co., Ltd., Parkstone, Dorset. Tel. Parkstone 1551. (4920)

**1951** (Jan.) Austin A40 saloon, 15,000 miles only, one private owner finished dark green, heater, spotlight tailored covers, taxed December; £550; trade enquiries welcomed.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2, Tudor 2301-2. (C3018)

**PRIDE & CLARKE, Ltd.—1953** (model) Austin A40 Somerset saloon, grey/grey leather, 12,000 miles, £575; 1952 green/brown leather, 11,000 miles, heater, £539; 1951 grey or green/brown leather, low mileage, heater, one owner, choice two from £489; 1948 green/beige leather, heater, one owner, £369; three months' guarantee; terms, exchanges; list.—Stockwell Rd., S.W.9, Brixton 6251. (C3068)

Austin A40 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

PRIVATELY owned A40.—S. Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (0957/R) (W2037)

Austin A40 Cars Wanted

**R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3 Ham. 6041. (W2018/R)**

**FULL** value paid for A40 or similar; trade or privately.—54, Streatham Hill, S.W.2, Tulse Hill 2676. (W3016)

**C. A. PETO, Ltd., 42, North Audley St., W.1, wish to purchase immediately late model Austin A40. Mar. 3051. (W3043)**

AUSTIN TWELVE

AUTOMOBILIA, Ltd., offers:—

**1946** (Dec.) Austin 12-4, 4-door de luxe sunshine saloon, black, brown hide, one owner, excellent condition; £375.—Pippbrook Garage, London Rd., Dorking 4304, 3891. (C1089)

**COOMBS & SONS (GUILDFORD), Ltd., offer:—**  
**1939** Austin 12, black, brown leather; £195.  
**COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)**

**AUSTIN 12** 1939, one owner, exceptional runner; £160.—Value Cars, East Sheen, Prospect 7520. (S108)

**1938** Austin 12 saloon, loose covers, excellent condition; £185; exchanges, terms.—Palmer's, 53, York St., Twickenham, Poppesgrove 1890/7087. (C3034)

**1946** Austin 12, heater, recent engine overhaul, immaculate; £520; guaranteed.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26, Sydenham 6128. (C2068)

**1947** Austin 12 de luxe sun saloon, one owner, immaculate, guaranteed; £425.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (C4055)

**1947** Austin 12 saloon, black/brown, in excellent condition; £395.—Halls (Finchley), Ltd., Odon Parade, North Finchley, London, N.12, Tel. Hillside 1044. (S114)

**£275**—1953 Austin 12/4 special cabriolet saloon, this vehicle must be seen and compared with others offered, it is fantastically beautiful for its age, genuinely 1953 condition; 3 months' guarantee; hire purchase, exchanges.

**LAMBES, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C2052)**

Austin Twelve Cars Wanted

C

**M. THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., Euston 1212. (0954/R)**

**R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube) N.W.3 Ham. 6041. (W4018/R)**

AUSTIN SIXTEEN

GE

**1946** Austin 16 4-door de luxe sun saloon, black, chromium, brown leather, fitted heater, demisters, polished wheel discs, built-in jacks, etc.; engine overhauled, good tyres; £275; written guarantee; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Telephone: 118. (C2009)

**1948** Austin 16 de luxe saloon, heater, one owner, excellent condition; £385.  
**REYS MOTORS, Ltd., 73-75, Albany St., N.W.1, Euston 6994. (4696)**

**FUNERAL** Trade, Hearse Austin 16hp brand new, early delivery illustrated brochure, write **A. L. PE and SAUNDERS (COACHBUILDERS), Ltd., A. Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. (C4044)**

**A70** Hampshire (Oct.) 1950 blue, radio, heater, wonderful condition; £450.—Smith's Garage, Bourneville. (5002)

**£395**—1948 series Austin 16 de luxe saloon, small mileage and spotless condition; choice 2 months' guarantee; hire purchase, exchanges.  
**LAMBES, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C2052)**

**1949** Austin 16, radio and heater, one owner, excellent throughout; £445; 3 months' guarantee; terms and exchanges.  
**JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5226 and 5774. (C4064)**

**AUSTIN 16** saloon, 1948 type in excellent condition, black, brown leather; £325; terms.—A. E. Palmer Motors, Ltd., Luton 4212. (S130)

**1949** Austin 16 saloon de luxe, blue/black, radio, heater, one owner, 22,000 miles, perfect; £475.—Bowman's Garage, Weybridge 1265. (S149)

**1948** Austin 16 saloon, excellent condition, guaranteed; £375; exchanges, terms.—Palmer's, 3, Russell Gardens Mews, Kensington, W.14, Park 9704. (C3034)

**1948** Austin 16 saloon, black, heater, radio, mode n.e. mileage, carefully maintained; £400.—C. W. J. Coles Blunt Rd., South Croydon, Croydon 0075. (4978)

**1946** Austin 16hp saloon, original owner, excellent order; £310; terms, exchanges.—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122. (Opp G.F.O.) (C3055)

**1948** (Oct.) Austin 16 saloon, grey, radio, one owner only, very carefully maintained, excellent mileage; £400.—Drayson Motors, Ltd., 1a, Hammersmith Rd., W.14, Fulham 3425-6. (4959)

**295** ens. Austin 16, 1946 saloon, leather, radio, heater, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

**TANKARD & SMITH, Ltd. offer 1948 Austin 16 sun saloon, green/brown leather front and cloth rear, heater, excellent tyres, exceptionally maintained; £395; three months' written guarantee.—124-126, Kings Rd., Chelsea, S.W.3. Tel. Fiamman 4801-2-3. (C4026)**



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## AUSTIN SIXTEEN

HIRECAR, partitioned 1950 Limousine, 7-forward, leather, carefully maintained, certified mechanic, ally, £725. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

## Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

REALLY good second-hand Austin 16 required.—Cobb, 50, Harley House, N.W.1. (W1066)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hamstead (Tube), N.W.3. Ham 6041. (W4018/R)

HIRECAR Limousines urgently required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

## AUSTIN A70 &amp; A90

ALWAYS

AUSTIN A70s. A selection with a written guarantee and free after sales service at

NAYLOR & ROOT, Ltd., 25, East Hill, Clapham Junction S.W.11 Batt 2252. (C3022)

CAR MART, Ltd.

LONDON distributors.

1952 Austin A90 Atlantic saloon, heater, £695.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

CAR MART, Ltd.

LONDON distributors.

1951 Austin A70 Hereford saloon, heater, £550.

1949 Austin A70 Hampshire saloon, heater, £450.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

NEWNHAMS, Ltd.

1952 Austin A70 Hereford saloon, black, excellent condition, £645.

NEWNHAM House, 235-5, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

RUSSELL MOTORS, offer:—

1950 Austin A90 power-operated convertible, one owner, radio and heater.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. (C3060)

H. A. SAUNDERS, Ltd., offer:—

1953 Austin A70 Hampshire saloon, grey with blue upholstery, heater, recorded mileage 600 miles only, £795.

836—842, High Rd., N.12. Hillside 5272 (8 lines). (C3027)

GUY SALMON AUTOMOBILES offer:—

1951 Austin A90 saloon, heater and radio, black/beige leather, moderate mileage, extremely good condition, £595.

1953 Austin A90 Atlantic saloon, blue/blue leather, radio, heater, 10,000 miles only from new; £795.—Fortsmead Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1952 A70 Hereford saloon, £575.—Below.

1950 A70 de luxe saloon, black, brown leather, immaculate condition throughout, £475; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2055)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 A90 saloon, black, all extras, £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

W. J. BROWN, Ltd., established over 30 years.

1952 Austin A70 Hereford saloon, beige, brown leather, heater, one owner, 15,000 miles; £645.

339—Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1951 Austin A90 saloon, black, red leather, small mileage, one owner, £645; also

1952 (October) A90 saloon, blue, 13,000 miles, one owner, radio, heater; choice of two from £155.

RIFCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London W.1 Hyde Park 2952-3-4. (C3052)

1953 Austin A70 sal., black, 3,400 miles, as new, radio, heater.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. (C4029)

1952 (June) A70 Hereford saloon, black, under 5,000, exceptional bargain, £675.—Springfield Garages, Ltd., Southgate, N.14. Pal. 5876-7. (W4665)

GUY ALFRED'S, Ltd.—1950 Austin Hereford saloon, privately owned, as new.—6-7, Warren St., W.1. Euston 3266. (C1005)

1952 Austin A70 saloon, fawn with brown leather, radio and heater, one owner, an immaculate car, £635.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. (C2025)

## AUSTIN A70 &amp; A90

1952 Austin A70 saloon, beige with brown leather, well maintained, £550.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). (C4022)

1951 A90 Atlantic, one owner, 11,600 miles, radio, heater, unblemished, £595.—Richards & Carr, 55, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

1951 (July) A90 hard top saloon, recon. engine, one owner, original condition, £575.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704. (C3054)

1951 Atlantic saloon 18,000 miles, extras include heater, black, fawn leather, £595.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

1953 (June) Austin A70 Hereford, mileage 5,000, indistinguishable from new, £700.—Bruce France, 8a, Cromwell Mews, South Kensington, Fla. 0513. (C2014)

£795!!! Austin A70 Hereford foursome drop head coupé, full 5-6-seater with electrically operated hood, originally cost nearly £1,200, immaculate throughout.

CAMDEN MOTORS, Leighton Buzzard, Beds, Tel. 2041, Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1035)

1953 (May) Austin A70 Hereford saloon, 8,000 miles, positively as new, £725.—Green and Zonka, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (C2026)

JACK ROSE, Ltd., offer 1953 Hereford saloon, in beige and brown hide, radio and heater, almost as brand new, one owner, £675.—Stafford Rd., Wallington, Surrey, Wallington 6677-8. (C3056)

1951 model A70 saloon, one owner, 20,000 miles only, superlative condition, fitted loose covers and heater, great bargain, £495!!!—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. (C1011)

1952 (May) Austin Hereford de luxe saloon, black and brown leather, one private owner, beautiful condition, sacrifice, £595.—Miss Griffin, 9, Cambridge Court, Cheltenham, Tel. 52330. (W4979)

£575—1951 model Austin A70 saloon, black, brown leather, radio, heater, one owner, 25,000 miles, just returned from the Austin Motor Co. as new, immaculate, guaranteed.—King's Motors, 1, High St., Hounslow, Tel. 3532. (C2049)

£777!!!—1952½ Austin A70 special drop head coupé, full 6-seater, cost nearly £1,250 barely 1 year ago, irreplaceable value at this price, literally looking and running just like brand new; 3 months' guarantee; hire purchase; exchanges.

LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

TANKARD & SMITH, Ltd., offer 1950 Austin A90 saloon, two-tone blue/grey leather, heater and radio, many extras, superb condition, £650; three months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Tel. Faxman 4601-2-3. (C4026)

1950 Austin A70 saloon, black with grey interior, radio, heater, sliding roof, beautiful condition in every respect, £465.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C2019)

1951 (Nov) Austin A90 Atlantic saloon, black, R.M.V. radio, high-speed axle specially tuned and very carefully maintained, condition perfect, low mileage, £695.—Drayson Motors, Ltd., 1a, Hammersmith Rd., W.14. Fulham 3425-6. (W4956)

## Austin A70 and A90 Cars Wanted

1951 Austin A70 Hereford saloon, heater, £550.

1949 Austin A70 Hampshire saloon, heater, £450.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

1952 Austin A70 Hereford saloon, black, excellent condition, £645.

NEWNHAM House, 235-5, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

RUSSELL MOTORS, offer:—

1950 Austin A90 power-operated convertible, one owner, radio and heater.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 3288. (C3060)

H. A. SAUNDERS, Ltd., offer:—

1953 Austin A70 Hampshire saloon, grey with blue upholstery, heater, recorded mileage 600 miles only, £795.

836—842, High Rd., N.12. Hillside 5272 (8 lines). (C3027)

GUY SALMON AUTOMOBILES offer:—

1951 Austin A90 saloon, heater and radio, black/beige leather, moderate mileage, extremely good condition, £595.

1953 Austin A90 Atlantic saloon, blue/blue leather, radio, heater, 10,000 miles only from new; £795.—Fortsmead Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1952 A70 Hereford saloon, £575.—Below.

1950 A70 de luxe saloon, black, brown leather, immaculate condition throughout, £475; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2055)

HENDON CENTRAL GARAGE, Ltd., offer:—

1951 A90 saloon, black, all extras, £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (C2034)

W. J. BROWN, Ltd., established over 30 years.

1952 Austin A70 Hereford saloon, beige, brown leather, heater, one owner, 15,000 miles; £645.

339—Finchley Rd., N.W.3. Hampstead 4414. (C1025)

1951 Austin A90 saloon, black, red leather, small mileage, one owner, £645; also

1952 (October) A90 saloon, blue, 13,000 miles, one owner, radio, heater; choice of two from £155.

RIFCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London W.1 Hyde Park 2952-3-4. (C3052)

1953 Austin A70 sal., black, 3,400 miles, as new, radio, heater.

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. (C4029)

1952 (June) A70 Hereford saloon, black, under 5,000, exceptional bargain, £675.—Springfield Garages, Ltd., Southgate, N.14. Pal. 5876-7. (W4665)

GUY ALFRED'S, Ltd.—1950 Austin Hereford saloon, privately owned, as new.—6-7, Warren St., W.1. Euston 3266. (C1005)

1952 Austin A70 saloon, fawn with brown leather, radio and heater, one owner, an immaculate car, £635.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 6755. (C2025)

## Austin Eighteen Cars Wanted

C  
M

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (W0956/R)

7-PASSENGER privately owned 1937/38/39 Limousines, also Saloons, urgently required, cash waiting, A. & S. 2, Providence Court, North Audley Street, Mayfair-2941. (W1006)

## AUSTIN TWENTY

1935 Austin Mayfair saloon, 7-seater, fitted face-forward occasional seats, £175.—Box 2651. (W4907)

AUSTIN Mayfair limousine, original condition throughout, £195.—Jack Pozner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3063)

LIMOUSINE, 1937, Mayfair, partition, 7-forward, leather throughout, magnificent condition, reasonable cost, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

## AUSTIN A125 &amp; A135

A CRES offer:—

1949 Austin Sheerline, black, heater, radio, 25,000 miles only, beautifully kept by one owner, as new, £595.

A CRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909. (C1002A)

CAR MART, Ltd.

LONDON distributors.

1952 Austin A125 Sheerline saloon, £875.

1950 Austin A125 Sheerline saloon, £715.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

NEWNHAMS, Ltd.

1952 Austin Sheerline saloon, grey, 14,000 miles, one careful owner, £895.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

GATEHOUSE offer:—

1951 Austin Sheerline, one owner, grey, 18,000 miles, leather, showroom condition, £775.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. (C2021)

USED cars you can trust

1950 (August) Austin Sheerline saloon, finished black with brown leather upholstery, speedo, reading 29,000 miles, fitted radio and heater, exceptional condition, three months' written warranty, £695.

WADHAM BROS., Ltd., Automobile House, Banister Rd., Southampton, Tel. 2991, ext. 56. (W1510)

AUTOMOBILIA, Ltd., offers:—

1949 Austin Sheerline, 4-door de luxe saloon, steel grey, grey leather, radio, heater, fog lamps, low mileage, excellent condition, £625.—Fippbrook Garage, London Rd., Dorking 3504 5891. (C1089)

HAROLD SIMONS, Ltd., offer:—

1950 Sheerline, grey, radio, heater, leather, sun roof, spot lights, one careful owner, £695; 3 months' written guarantee; free service after-sale; deferred exchanges; trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Reg. East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley, East Finchley Tube), Finchley 0052-53. (C4065)

H. A. SAUNDERS, Ltd., of Worcester.

1950 (Nov.) Austin Sheerline saloon, black with grey leather, £775.

AUSTIN House, Worcester, Tel. 2568. (C4005)

GUY SALMON AUTOMOBILES, offer:—

1953 (October) Austin Sheerline saloon, black/beige leather, works mileage 200 only as a new car at a saving of nearly £400 under list, £1,395.—Fortsmead Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

H. M. BENTLEY &amp; PARTNERS, Ltd., offer:—

1950 Sheerline, metallic grey with radio and heater, £625.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1016)

FUNERAL Trade Sheerline Hearse brand new, immediate delivery; illustrated brochures, write for prices.

ALPE & SAUNDERS (COACHBUILDERS), LTD., Head Office Hearse Enquiries, Station Approach, Kew Gardens, Richmond 1161. (W2669)

AUSTIN Sheerline saloon, 1952, one owner, supplied by us 9,000 miles, magnificent condition; £895.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (C3023)

1952 Austin Sheerline saloon, black, radio, works mileage only, £1,500.—Drayson Motors, Ltd., 1a, Hammersmith Rd., W.14. Fulham 3425-6. (W4956)

1951 Sheerline saloon, superb condition, low mileage, £695.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey, Tel. Molesey 6199. (C3057)

AUSTIN Princess saloon, 12,000 miles, in beautiful condition, cost over £2,000.—Drayson Motors, Ltd., 1a, Hammersmith Rd., W.14. Fulham 3425-6. (W4956)

AUSTIN A125 saloon, 1951, metallic grey, moderate mileage, chauffeur driven, well maintained, fitted radio, heater, spotlights, £725.—Apply Passport Manager, Bernadine 2014. (W4955)

£876!!!—1952 Austin Sheerline de luxe saloon, fitted radio, heater, etc., specimen, as new condition, cost over £2,200 less than 2 years ago, unrepeatable value; 3 months' guarantee; hire purchase, exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**AUSTIN A125 & A135**  
1950 (November) Austin Sheerline saloon, black, beige, radio, heater, 20,600 miles, perfect condition, private owner; £765.—D. Mitchell, 265, Hillmorton Rd., Rugby. (4973)

**AUSTIN** (July, 1951) Sheerline saloon, black with a brown upholstery, radio, heater, loose covers and etc., owned by a local managing director, works maintained, indistinguishable from new, cost over £2,000; unsaleable at £695.

**SHMORE'S, Ltd.**, Roebuck Lane, West Bromwich 0766. (4935)

**845 gns.**—Austin Sheerline 1952 series de luxe saloon, steel grey, sliding head, grey leather, heater, radio, automatic jacking, one owner, small mileage, very carefully used, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

**LIQUORINES**, 1951/1952, exceptional selection partitioned Sheerlines, forward occasional, leather, also cloth upholstery, genuine low mileage, unblemished, carriage, competitive prices, Alpe & Saunders Limited, Providence Court, North Audley Street, Mayfair-2941. (C1006)

**Austin A125 and A135 Cars Wanted**

**THE CAR MART, Ltd.**

**AUSTIN cars**  
**REQUIRED immediately.**

**MAKE your enquiries to**

**AUSTIN House, 397, Euston**

**ROAD, London, N.W.1.**

**TELEPHONE: Euston 1212.** (C352/R)

**AUSTIN Sheerline** limousine wanted for immediate use low mileage, black preferred, Golly's Garage, Earls Court Rd., S.W.5. Fr. 6373. (4906)

**AUSTIN TWENTY-FOUR**  
AUSTIN 24 7-passenger landaulette, 1936, original condition, two owners; £225.—Kiddys, 21a, Harberson Rd., Balham, S.W.12. Balham 2531. (5014)

**AUSTIN TWENTY-EIGHT**  
CARS'S MOTOR MART.—1959 Austin Ranelagh limousine, blue, engine just reconditioned, one owner, not used on hire; £553.—S. Warren St., Euston 4110. (C1040)

**AUSTIN MISCELLANEOUS**  
H. A. SAUNDERS, Ltd., offer:—

**1951** Austin A40 Pick-up with canvas tilt; £375.

**1953** Austin A70 Herford saloon, grey with blue upholstery, recorded mileage 550 miles; £795.

**836**—942, High Rd., N.12. Hillside S272 (R lines). (C2027)

**Austin Miscellaneous Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

**MARSTON MOTOR Co.**, for your Austin.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (0598/R)

**HATTONS** will buy all post-war Austin models; distance no object.—Lord St. Southport, Tel. 2268 (0788/R)

**WEYBRIDGE AUTOMOBILE, Ltd.**, the Austin distributors, urgently require late type Austin.—Tel. Weybridge 733 (0541/R)

**Austin Spares and Service**

**FIRST-CLASS** service for Austin replacement units and vehicle parts: pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbleton Motor Works, Ltd., Main Parts Stockists' 29 High St., S.W.19. Wim. 0123. (0414/R)

**NORMAND, Ltd.**

**FIRST-CLASS** mechanics and highly efficient supervision produce the best results.

**NORMAND, Ltd.**, 405-9, King St., W.8. Riv. 3665. (0229)

**THE CAR MART, Ltd.**

**LONDON** distributors; spare parts for all model cars and trucks.

**THE CAR MART, Ltd.**, Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Oxbridge Rd., Ealing, W.9 (Ealing 0600) and 392, Streatham High Rd., S.W.16 (Streatham 0054). (0160/R)

**C. G. NORMAN & Co.**

**AUTHORISED** Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (0371/R)

**AUSTIN**—Genuine spares and specialist repair service, immediately available in the West End.

**S. MORRIS & Co.**, Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. (0600/R)

**AUSTIN** 7 spares, any year, any part; largest stockists in U.K. exchange units.—Try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop 2532/2650. (0729/R)

**AUSTIN** 7 spares.—Largest stockists, lowest prices; exchange units, crankshafts, blocks, dynamos, etc.; s.a.c. for list.—Wilham's, 18, Balham Hill, S.W.12. Battersea 3260/3769. (0488/R)

**AUSTIN** parts and components for cars, vans and commercial vehicles.—J. Gibbs Ltd., Main Parts Stockists, Longridge House, Great West Rd., Bedford, Peltbam Middlesex. Tel. Peltbam 4274-5. (0359/R)

**Austin Spares and Service**  
FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. (0305/R)

**PRYNN & STEVENS, Ltd.**, the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2 Brixton 1155. (0184/R)

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**CAR MART, Ltd.**

**1953** Bentley 4½-litre sports saloon; £3,850.

**1952** Bentley sports saloon, radio, heater; £3,150.

**1948/49** Bentley 4½-litre standard steel saloon; £1,895.

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. (C1039)

**RIPPON.**

**RIPPON.**

**RIPPON BROS., Ltd.**

**THE Northern Bentley specialists**, offer the following cars, in first-class condition:—

**1953** (July) Mark VI Standard Steel saloon, grey with blue leather upholstery, mileage 3,000; price £4,000.

**1951** (March) Mark VI Standard Steel saloon, Tudor grey with blue leather upholstery, mileage 31,000; price £2,750.

**1951** (Jan.) Mark VI Standard Steel saloon, Tudor grey with grey leather upholstery, mileage 29,000; price £2,650.

**1950** (June) Mark VI Standard Steel saloon, maroon with tan leather upholstery, mileage 29,000; price £2,550.

**FOR** further details apply to:—

**RIPPON BROS., Ltd.**, Huddersfield 7070 (10 lines), Also at Bradford, Leeds and Sheffield. (0906/R)

**H. R. OWEN, Ltd.**

**LONDON'S** leading specialists to Rolls-Royce and Bentley cars, offer the following selection:—

**1952** 4.6 sports saloon, large boot, black and Tudor grey with fawn hide, 15,000 miles.

**1950** 4½-litre large bore standard steel saloon, black with beige hide, 36,000 miles; £2,500.

**1949** MK. VI standard steel saloon, black with beige hide, 59,000 miles; £2,200.

**1948** MK. VI standard steel saloon, maroon with beige hide, 60,000 miles; £1,995.

**1939** 4½-litre H. J. Mulliner razor-edge sports saloon, black and fawn with red hide; £1,550.

**WE** are interested in the purchase of Bentley cars, and invite communication from owners who have such vehicles for disposal.

**H. R. OWEN, Ltd.**

**17, Berkeley St., London, W.1. Tel. Mayfair 9060.** (C3032)

**P.B. Ltd., offer:—**

**1936** (August delivery) 3½-litre Bentley, Freestone blue leather & Webb mired edge sports saloon, black.

**PADDON BROS.**, 60, Cheval Place, South Kensington S.W.7. Tel. Ken. 9477/7478. (C3033)

**JACK OLDING, Ltd.**

**OFFICIAL** Bentley and Rolls-Royce retailers, offer from their stock:

**1953** 4½-litre standard steel saloon, with large boot, under 2,000 miles; £3,950.

**1952** 4½-litre large bore standard steel saloon, velvet green, grey hide, 19,400 miles; £2,950.

**1951** 4½-litre standard steel saloon, one owner, 25,500 miles; £2,750.

**1951** 4½-litre standard steel saloon, Tudor grey, blue leather, 28,600 miles; £2,950.

**1951** (January guarantee date) 4½-litre standard steel saloon, one owner, 35,000 miles; £2,500.

**1950** 4½-litre H. J. Mulliner saloon, black/brown leather, one owner, 51,000 miles, undergoing renovation; £2,975.

**1949** 4½-litre 2-door Countryman saloon, grey/polished wood, 39,000 miles; £2,650.

**1949** 4½ standard steel saloon, black/beige leather, one owner; £2,175.

**1935** 3½-litre Park Ward saloon, black/blue leather, radio; £675.

**AUDLEY House**, North Audley St., W.1. Mayfair 5242. (C3030)

**SCOTT CARS offer:—**

**1947** Bentley standard steel saloon, radio, heater, outstanding condition; £1,750.

**SCOTT CARS**, 347 Finchley Rd., London, N.W.3. Hampstead 3100/8676. (C4016)

**TAYLOR & CRAWLEY offer:—**

**1948** Bentley P.S.C. saloon, immaculate throughout, 40,000 miles; £1,795.

**1939** Bentley 4½-litre override with standard Park Ward 4-door saloon, exceptionally well-kept car; £1,195.

**1936** Bentley H. J. Mulliner sports saloon, in outstanding and genuine condition, very good history; £795.

**HYDE Park Corner** Grosvenor Crescent Mews, S.W.1. Slo 5213. (C4036)

**CLARKE & SIMPSON, Ltd., offer:—**

**1947** (May) Bentley Mark VI standard steel saloon, black/brown leather, 53,000 miles, chauffeur driven and particularly well maintained; £1,695.

**1945** Bentley 3½ Freestone & Webb sports saloon, black/brown leather, one owner until 1952, recent overhaul; £495.

**49** Sloane Sq., S.W.1 Sloane 4727. (C1048)

**1936** (July) Bentley 4½ litre Park Ward 4-door sports saloon, one owner only; £650.—Rover Distributors, Elliotts of Bideford, Tel. 744. 44985

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**JACK BARCLAY, Ltd.**

**EXCLUSIVELY** for Rolls-Royce and Bentley.

**LARGEST** official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

**EXAMPLE**—1949 Mark VI Standard Steel saloon, painted midnight blue and upholstered in beige hide; speedometer reading 59,000 miles; price £2,050.

—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. May, 7444. (C1082)

**MANN EGERTON & Co., Ltd.**

**1952** Bentley 4.6-litre Mk. VI steel saloon, silver grey with blue leather upholstery; 15,000 miles; £3,250.

**1952** Bentley 4.6 Mk. VI steel saloon, velvet green with beige leather upholstery, serviced and maintained by Bentley accredited repairers, 30,000 miles; £3,000.

**1953** Bentley 4.6-litre R type sports saloon, velvet green with beige leather upholstery, 2,000 miles only, indistinguishable from new; £3,975.

**MANN EGERTON & Co., Ltd.**

**OFFICIALLY** Appointed Bentley Retailer, 14, Berkeley St., London, W.1. Hyde Park 20... (C3006)

**SANDERSON & HOLMES, Ltd.**

**THE** Official Rolls-Royce and Bentley Retailers and Repairers.

**1947** Bentley Mark VI convertible, coachwork by Freestone & Webb, finish Tudor and shell grey, mileage 42,000, photograph on request, thoroughly recommended; £1,950.

**A PRE-WAR** Bentley with a good history taken in 1936.

**LONDON Rd., Derby. Tel. 47471-5.** (4946)

**HAROLD SIMONS, Ltd., offer:—**

**1935** Bentley 3½-litre razor-edged sports saloon, fully equipped with P.100 headlamps, twin spotlamps, twin Winton horns, wheel discs, roomy, outboard luggage boot, a most unusual body and an excellent chassis; £675; 3 months' written guarantee; free service after sale; exchanges, deferred; trade enquiries welcomed.—Harold Simons, Ltd., 397-401 High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes trolley East Finchley Tube). Finchley 0052-95. (C4065)

**OVERSEAS CARS, Ltd., offer:—**

**1935** Bentley 3½-litre saloon, black, Park Ward body; £675; for other Overseas car bargains on page 33.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Kensington 7475. (C3031)

**KNIGHTSBRIDGE MOTORS Ltd.**

**1950** (March delivery) Mark VI standard steel saloon black with beige hide, one owner, full modifications by Bentley Motors, Ltd., and maintained by them; £2,375.

**3** Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. (C2063)

**ANDERSON (NEWTON MEARNS), Ltd.**

**BENTLEY** 1950 (late) 4½-litre with H. J. Mulliner special sports light alloy saloon, colour light grey, upholstery blue, mileage 20,000, paintwork immaculate; in first-class condition.

**ANDERSON (NEWTON MEARNS), Ltd.**, 268, Ayr Rd., Newton Mearns, Tel. Newton Mearns 2235. (4977)

**1953** (August) Bentley saloon, 2,800 miles.

**1952** (March) Bentley saloon, 2,400 miles; faults—Weybridge 600. (C4023)

**COOMBS & SONS (GUILDFORD), Ltd., offer:—**

**1947** Bentley Mark VI steel saloon, maroon and silver with grey leather upholstery, 1949 modifications, engine recently completely overhauled by manufacturers; £1,825.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth C Rd., Guildford, Guildford 62907-8-9. (C1057)

**W. J. BROWN, Ltd.** Established over 30 years.

**1947** Bentley Mark VI standard steel saloon, finished in grey with grey leather interior, radio, heater and sun roof; £1,750.

**339** Finchley Rd., N.W.3. Hampstead 4414. (C1025)

**ALAND & TABOR, Ltd.**, Welwyn By-Pass, Herts, Welwyn 4812/3, offer:—

**1935** Bentley 3½-litre Park Ward saloon, black, radio, heater, excellent condition; £850.

**3½-litre** Bentley saloon post-war, condition exceptional, guaranteed history available; £850.

**RIPCO, Ltd.** (Bentleys purchased), 16, Abemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. (C3052)

**CHARLES FOLLETT, Ltd.** Accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

**1951** Bentley Mk. VI standard steel saloon, two-tone metallic grey, red leather, 33,000 miles only, one owner, a really beautiful car, loose covers fitted since new; £2,795.

**OFFICIAL** retailers and repairers, 18, Berkeley St., W.1. Mayfair 6266.

**SERVICE** works and stores: Barnade's Yard, off Egin Ave. W.9. Cunningsham 5356. (C2010)

**SWANMORE GARAGE**—See our display advert on page 64 (edit.). (C4024)

**1948** Mk. VI saloon, finished black, grey hide interior, fitted radio, interior heating; £1,695; choice of two. (C4004)

**H. A. SAUNDERS**, Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

**1950** Bentley Mark VI 4½ saloon, midnight blue, 30,000 miles; £2,375.—Anthony Crook Motors, Caterham Hill, Surrey. Tel. 2232-5. (C1083)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**BENTLEY (3½, 4½-litre and New 4½-litre)**

**1949** Bentley steel saloon, two shades grey, maroon leather, radio, heater, chrome discs, immaculate; £2,150.—Below.

**1947** Bentley steel saloon, one owner, 45,000 miles, excellent condition; £1,675.—Sidney Marcus, Ltd., 53, Sloane St., S.W.1. Tel. Sloane 3557. [C5006]

**BENTLEY** 1950 series sports saloon, black with beige upholstery, one fastidious local owner, perfect condition and equal to new; bargain £2,350.

**ASHMORE'S (AUTO. ENG.)**, Ltd., Roebuck Lane, West Bromwich 0766. [4992]

**1953** saloon, Tudor grey, leather, radio, heater, covers, low mileage, one owner, as new; £3,750.—Robbins, East Putney, Tel. 4581. [C2010]

**BENTLEY** Mk. VI S.S. saloon, 1949/50 modifications including upholstery, reg. 1948, moderate mileage, excellent condition and history; £1,900.—Below.

**Mk. VI** saloon, 35,000 miles, superb thoroughput; £2,150, exchange Bristol or similar.—2, Ashley Pk. Rd., Walton-on-Thames 1547. [4976]

**1937** 4½ Bentley coupe by Park Ward, finished black, superb mechanical order; £745.—Bolton Auto Sales, 158, Cross St., Sale, Cheshire, Tel. Sal. 5688. [5051]

**FRANK DALE** offers 1937 delivery 4½-litre Rolls-Royce Phantom saloon in cream and black, excellent chassis, heater and radio; £795.—61, Lancaster Mews, W.2. Pad. 4681. [C1067]

**1936** Bentley H.K. Series 4½-litre Thrupp & Maberly saloon, excellent condition; £875.—Garage Service Co., Ltd., 1081, Finchley Rd., Golders Green, N.W.11. Speedwell 9692. [C2019]

**1952** (March) 4½-litre Bentley, H. J. Mulliner special lightweight saloon, colour green with beige upholstery, virtually unmarked, mileage 17,250; £4,150.—MacVicar, Maida Vale, Tel. 3601. [4972]

**1949** 50 Bentley standard saloon, F.V. series, mid-night blue interior, absolutely immaculate, one careful owner; 1950 or exchange.—Bovies, 18, Elm Park Court, Pinner, Tel. 360. [C1085]

**1952** Bentley 4.6-litre Mark VI standard steel saloon, in green, with red leather, 31,000 miles, £2,995.—B. Naylor, 81-83, Wellington Road, South, Stockport, Tel. Stockport 4234. [5193]

**ROSE & YOUNG**, Ltd., offer: 1949 Bentley Mark VI standard steel saloon, low mileage, immaculate; £2,195.—65-69, St. John's Hill, S.W.2 (1 minute Streatham Hill Station). Tuise Hill 6464. [4972]

**BENTLEY** 1937 4½, saloon, Park Ward, black, genuine mileage 44,000, one owner, in very good condition throughout, offers wanted.—Ryland Garage, Ltd., Ryland St., off Broad St., Birmingham, 16. Edg. 1166/7. [4972]

**BENTLEY** 4½, Barker 2-door sports saloon, 1937, total mileage 71,000, complete engine overhaul by works in 1946; magnificent condition throughout; £750.—Chadney Motors, 25, Watling Rd., King's Norton, Birmingham, Tel. Kin. 2827. [5061]

**1935** (Nov.) Rolls-Bentley 3½-litre 4-door sports saloon by Barker; offers wanted.—Apply The Hon. J. P. Graham-Toiler, The Fishery, Chauntry Rd., Maidenhead, Berks. Tel. Maidenhead 3591 (day), Maidenhead 2354 (evenings). [4874]

**1937** Bentley 4½ black razor-edge sports saloon, by Preston, radio, chrome, disc, disc, disc, covers, a really magnificent specimen with excellent history; £850.—Eaton, 309, Howard House, Dolphin Square, S.W.1. Vic. 3600. Ext. Howard 309. [5185]

**OWNER** taking delivery of new Bentley offers his 1951 (March) Mk. VI Bentley, mileage 37,000, colour two-tone silver/grey, blue/grey interior, works maintained and absolutely unmarked; reasonable price for quick sale; terms could be arranged; Surrey.—Box 2614. [4947]

**1951** Bentley Mark VI standard steel saloon, one careful owner since new, who has had car maintained throughout by Bentley's, two-tone grey, whole car unblemished inside and out, fitted all possible extras; £2,590; exchanges, deferred terms.—Epps Bros., Green Street Green, Farnborough, Kent, 244. [4944]

**1948** 4½ Mk. VI Bentley, mileage 55,000, company owned for director's occasional use; complete engine overhaul Bentley, October 1953; mechanically perfect bodywork unmarked; full history known, available Bentley or A.A. test or inspection Birmingham; genuine private sale; £2,100 or nearest.—Southam, 126, High St., Smethwick 41, Staffs. [4704]

**CAMDEN MOTORS** for Bentleys—Unrivalled selection of pre-war models 1935-1936 Park Ward, London-Plas Thrupp & Maberly sports saloons from £595; 1937 4½-litre sports saloons and drop heads from £795; a 1939 overdrive Bentley sports saloon Park Ward model, superbly immaculate specimen; and two post-war standard steel saloons, one 1947 and one 1948; call, write or phone for details.

**CAMDEN MOTORS** for Bentleys, Leighton Buzzard, C. Meda, Tel. 2041; open till 8 p.m. Mondays to Saturday. [C1035]

**1936** (May) 4½ Barker 2-door pillarless sunshine saloon, personal property of our managing director, previously owned by the late Robert Baird, the well-known B.A.R.C. member and proprietor of the "Belfast Telegraph," outstandingly beautiful coachwork in black with dropping line to streamline tail, spotless inside and outside, green hide discs, tyres all new, nearly new Young battery, Philco, fastidiously maintained; £750 for quick sale.—Speedsters, Ltd., Horley (Surrey) 628 until 9 p.m. [C4020]

**1938** Sports 4-door Park Ward 4½-litre saloon (Bentley) leather, most excellent condition throughout, black, £985, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

**BENTLEY (PRE 1931)**

**PERFORMANCE CARS**—Good selection always available; written guarantee.—See under Sports Cars. [C3041/R]

**Bentley Cars Wanted**

**BENTLEY** 1947-49 standard steel saloon required by garage proprietor for own use; particulars and price to—Box 2635. [4906]

**Bentley Cars Wanted**

**THE CAR MART**, Ltd., wish to purchase Bentley cars—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Gloucester 3434. [0958/R]

**ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for Bentley—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**BENTLEY** wanted.—Valentine 4674 after 6 p.m. [W2018]

**PRIVATE** buyer offers £3,250 for a small mileage Bentley saloon.—Full details Box 2566. [4775]

**PRIVATE** buyer offers £1,400 cash for 1947-48 Bentley Mk. VI.—Box 2675. [5096]

**BARTLETT** will pay more for good Bentleys.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

**HATTON MOTORS**, Ltd., Birmingham, will buy or part exchange your 3½ or 4½-litre Bentley.—71, Broad St., Midland 2437. [0557/R]

**WEYBRIDGE AUTOMOBILES**, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 235. [0540/R]

**WE** will buy or part exchange your Bentley for a new one.—Loxhams Rolls-Royce & Bentley Showrooms, Fishergate, Preston, Tel. 4245. [W2064]

**PRIVATE** buyer wishes to purchase 1952 Bentley standard saloon; please state month, mileage, condition, price, colour, upholstery, boot.—Box 2664. [5166]

**UP** to £2,000 offered for low-mileage 1949 standard saloon.—Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. [W1012]

**WE** are open to purchase any type pre-war Bentley cars, complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Livingstone 5362. [1062/R]

**XXX** H. F. Edwards offer immediate cash for good Bentley cars.—Details, please, to 300, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

**TAYLOR & CRAWLEY** will buy low mileage Mark VI Bentleys and pre-war Bentleys at attractive cash prices.—Hyde Park Corner, 53, Grosvenor Crescent Mews, S.W.1. Sloane 5213. [W4036]

**JACK OLDING & Co.**, Ltd., officially appointed retailers and repairers, are interested in the purchase of good used cars. Service in the heart of Mayfair. Tel. Mayfair 5242. Audley House, North Audley St., W.1. [W5030/R]

**CHARLES FOLLETT**, Ltd.—Officially appointed retailers and repairers, buy good late cars in Berkeley St., W.1. Mayfair 6266. Service works and stores: Barnside Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0592/R]

**Bentley Spares and Service**

**JACK BARCLAY**, Ltd., Largest official repairers Bentley cars. [C1082/R]

**SERVICING** or overhauls.

**COACHWORK** renovations and accident work.

**LARGE** stocks of spares.

**WORKS**: Lombard Rd., Merton, S.W.19 (close St. Wimbledon Tube). Liberty 7222 (8 lines). [51082/R]

**CHARLES FOLLETT**, Ltd., officially appointed retailers and repairers.

**SHOWROOMS**: 18, Berkeley St., W.1. Mayfair 6266.

**SPARE** parts.

**SERVICE**: Barnside Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R]

**ALL** spares and replacements for pre-war Rolls-Royce Bentley; full repair service at most reasonable prices.—Compton, 69, Westway St., Crystal Palace, Tel. Livingstone 5362. [0490/R]

**B.M.W.**

**BRUTONS**, Ltd.—B.M.W. type 326, cabriolet, black, excellent condition, tyres as new; £595.—13/14, Oaten Mews, Emperors Gate, S.W.7. Fremantle 0342. [C1026]

**B.M.W.** 4-seater 2-door 2-litre cabriolet, 1937, green, very good condition; £225.—Dunkley & Davidson, Ltd., 36, South St., Eastbourne, Tel. 961. [5006]

**Bond Minicar Wanted**

**ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for Bond—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**PRIOR & CLARKE**, Ltd., the Bond Minicar buyers—R.P. accounts settled; exchanges.—Stockwell Rd., S.W.5. Brixton 6251. [0543/R]

**Bond Minicar Spares and Service**

**RAYMOND WAY** for Bond Minicar repairs, spares and service under Bond trained service manager, no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required. [0827/R]

**BRISTOL**

**ANTHONY CROOK**—1949 Bristol 400, completely overhauled, rechromed, rechromed, 401-type engine, close ratio gearbox, numerous extras.—Anthony Crook Motors, 14-16, High St., Esher, Surrey. [C1063]

**L. F. WARD**, Ltd.

**1953** Bristol 403, 3,000 miles, Cambridge grey, car as new.

**1950** 401 Bristol, engine completely overhauled by us, two owners, fitted radio and heater.

**L. F. WARD**, Ltd., Grand Road Garage, Grand Rd., L. Thornton Heath, Tel. Thornton Heath 3347. [C4044]

**BARTLETT**—Bristol 1930 401 saloon, wireless, many extras; £1,450.—27a, Pembroke Villas, W.11. (Baywater 0523.) [C1013]

**BRISTOL**

**KEVILL DAVIES & MARSH**, Ltd. [C2054/R]

**OFFICIAL** Bristol retailers.

**41**—42, Hay's Mews, Berkeley St., W.1. Gros 2563.

**UNIVERSITY MOTORS** Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4841. [0618/R]

**1948** Bristol 400, choice of two from £750.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

**1948** Type 400 Bristol saloon, modified chassis and bodywork, recently overhauled, colour black; £975.—A.P.N. Ltd., London Rd., Isl-worth, Middlesex. Hounslow 0011. [C2015]

**1948** Bristol black saloon, mileage 70,000, recommended engine, good condition; £800.—Lady Isabel Throckmorton, Westmeads, Butlers Marston, Kington, Warwick, Tel. No. Kington 304. [4869]

**ANTHONY CROOK**, leading distributors of Bristol cars since their inception, offers the largest selection of new and used Bristols in stock for immediate delivery; all models available; any make of used car in part exchange; Bristol-trained staff; send for list.—Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2252-3. [C1063/R]

**Bristol Cars Wanted**

**B. J. HUNTER**, Ltd.

**FOR** immediate purchase of your Bristol.

**B. J. HUNTER**, Ltd., 22, Crickwood Broadway, N.W.2, Tel. Gladstone 6303. [W2064]

**BARTLETT** will give more for good Bristols.—27a, Pembroke Villas, W.11. Baywater 0523. [W1013]

**ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for Bristol—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**A.F.N. Ltd.**, will purchase for cash Bristol Type 400 A saloon, 401 cars.—Falcon Works, London Rd., Isl-worth, Middx. (Hounslow 0011.) [0476/R]

**XXX** H. F. Edwards offer immediate cash for good Bristol cars.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

**B.S.A.**

**245** B.S.A. Scout 1939 series 6, 10hp sports 4-seater, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [C4018]

**B.S.A. Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers—Highest cash prices for B.S.A.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**B.S.A. Spares and Service**

**BASIL ROY**, Ltd.—B.S.A. (Scout model) spares; comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7755. [0144/R]

**Bugatti Spares and Service**

**J. LEMON BURTON**, Bugatti service, Londale Rd., Kilburn, N.W.6. Maida Vale 1551. [0071/R]

**BUICK**

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

**1938** Buick Special, blue with cloth upholstery, recently resprayed; £175.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford (2907-6-9). [C1057]

**1951** Buick 4-door saloon, right-hand drive.—Below.

**RHD** 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4024]

**RHD** Buick 1948 superb sedanet.—Valentine 4674, after 6 p.m. [C2011]

**1938** Buick 7-str. limousine, immaculate; £255; guaranteed.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029]

**1946** Buick 4-door sedan, l.h.d., radio, air con, black, lawn cloth, one owner, immaculate condition; £675.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011]

**BUICK** 50hp Special (1950) 6-passenger de luxe 4-door black sedan, r.h. drive, 21,000 miles, heater and wipers, white-sided tyres, one owner, agent maintained, excellent condition; £1,450 or near offer; no dealers.—Write Box 2615. [4948]

**AMERICA'S** number one car 1951/2 Buick Riviera with automatic transmission and full circle visibility, a very attractive lady color and upholstery combination, radio and three-temperature air-control.—Tel. Valentine 4674 after 6 p.m. [C2018]

**1952** right-hand drive Buick super 4-door sedan, grey and chrome, basketweave nylon loose covers, whitewall tyres, radio, screen washers, winking lights, low mileage, very magnificent example of a rare model.—20, Leamington Rd., Coventry. Coventry 68223. [5184]

**£395**—Magnificent 1939/40 Buick 50hp, fitted special 4-door drop head coupe bodywork, immaculate condition throughout, just completed £175 overhaul, including engine, brakes, steering, etc., very rare model and gift at this price; 3 months guarantee, hire purchase, exchanges.

**LAMBS**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 62-1. (East Finchley Underground). [C2052]

**LI-MOUSINE**, 1938, partition, forward occasional, genuine low mileage black, competitive price, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

**Buick Cars Wanted**

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., the Buick buyers.—Wembley 8691/3903. [W4015/R]

**JOE THOMPSON (MOTORS)**, Ltd., require Buicks.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

**7-SEATER** private 1937/38 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Buick Cars Wanted**  
SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Alcester St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R]

**Buick Spares and Service**  
BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R]

**CADILLAC**  
CADILLAC limousine, 27,000 miles only, handy shift gear, specimen car, black, £750.—Below.  
1949 Cadillac convertible.—Below.

1951 Cadillac 60 special.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3, Kensington 4858. [04028]

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [04015]

**Cadillac Cars Wanted**  
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., require Cadillacs.—97, Fulham Rd. S.W.3 Kensington 4858. [W4028]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Alcester St., Piccadilly, London, W.1. Hyde Park 7121. [0004/R]

**Cadillac Spares and Service**  
CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R]

**CHEVROLET**

DICKS.  
1940 Chevrolet 30hp saloon, host of extras, special bargain, £195.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, N.W.5. Tel. Gladstone 6308. [C1072]

B. J. HUNTER, Ltd., offer:—  
1950 Chevrolet saloon de luxe, latest American 2-tone colour scheme, superb appearance, really genuine car, £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

TAYLOR & CRAWLEY offer:—  
1952 Chevrolet Styleline saloon, 14,000 miles only, imitation.

1948 Chevrolet de luxe estate car, 35,000 miles, one private owner; £695.

HYDE Park Corner, Grosvenor Crescent Mews, S.W.1. Sio. 5213. [C4036]

1948 Chevrolet Fleetmaster 4-door saloon, L.H.D.; £595.

1949 Chevrolet Styleline 2-door saloon r.h.d.; £1,085.

1951 Chevrolet Styleline 4-door de luxe saloon, r.h.d., Powerglide, seat covers, radio, heater; £1,395.

MANY others in stock.

BRITISH & COLONIAL MOTORS, Ltd. (distributors for London and Home Counties), 15/14 Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

GUY ALFRED & Co., Ltd.—1949 (registered 1951) Chevrolet Fleetline saloon, 1952 condition throughout.—6-7, Warren St. W.1. Euston 3268. [C1005]

**Chevrolet Cars Wanted**  
SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers.—Wembley 8691/3903. [W4015/R]

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [W1027/R]

**Chevrolet Spares and Service**  
CHEVROLET spares and repairs for private vehicles; distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane W.C.2. Temple Bar 3588. [S1027/R]

**CHRYSLER**

CAR MART, Ltd.  
1939 Chrysler 28hp saloon; £395.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3454. [C1039]

AUTO SALES (LONDON), Ltd., offer:—  
1939 Chrysler 28hp Wimbledon saloon, with over-drive and steering column gear change; £265.—Auto Sales (London), Ltd., Belsize Rd., N.W.6. Maida Vale 5555. [C4223]

COOMBS & SONS (GUILDFORD), Ltd., offer:—  
1949 Chrysler New Yorker r.h.d. saloon, total mileage since new, 35,000, fitted radio, heater, loose covers, etc.; £875.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford Guildford 62907-8-9. [C1057]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481/2/3, offer:—  
REGISTERED September, 1949, Chrysler Windsor R saloon, finished dark green, beige leather, radio, heater, excellent condition; £735.

SIMPSON'S MOTORS (WEMBLEY), Ltd., American Car Specialists; full list see "American Cars." [C4015]

£165!!—Chrysler 26hp saloon, magnificent condition, excellent leather upholstery, whole car so beautiful no one could possibly believe it's 16 years old; 3 months' guarantee, hire purchase exchanges.

AMBROS, Finchley Sports, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

495ms.—Chrysler 1946 28hp Windsor foursome convertible coupe, leather r.h.d., column gear change, fluid drive, electrically operated hood, flashing indicators, built-in radio, excellent condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Row and Saunders, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**Chrysler Cars Wanted**  
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Chrysler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Chrysler Cars Wanted**  
AUTOGALES (LONDON), Ltd.  
CHRYSLER distributors will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555-2155. [0643/R]

7-PASSENGER, 1938/39, required, (privately owned), details please, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-W.1. [W1005]

**Chrysler Spares and Service**  
AUTOGALES (LONDON), Ltd.  
CHRYSLER distributors, spares for all models; exchange/reconditioned units in stock.—59/65, Belsize Rd., N.W.6. Mal. 5555-2155. [0495/R]

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2254. [0561/R]

**CITROEN**

AC  
1952 Light 15 saloon, one owner, smooth and silky mechanically, spotless black, red interior, demister, heater, map and reversing lights; £645; h.p. available.—Anthony Cobb, 30, Harley House, London, N.W.1. Welbeck 9343. [C1086]

C. G. NORMAN & Co.  
CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock.—50, Vauxhall Bridge Road, S.W.1. Vic. 2211. [0756/R]

ELITE MOTORS offer:—  
1938 Citroen 12 4-door sports saloon, exceptionally well maintained vehicle, faultless mechanically, now being recoloured in black; £245.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (4 lines). [C2005]

METROPOLITAN MOTORS.  
HUMBER, Hillman, Sunbeam-Talbot, Commer.

1946 Citroen Light 15 saloon, loose covers, heater, 5 new tyres, recent reconditioned engine; £375.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. [4972]

H. W. MOTORS, Ltd., offer:—  
1949 (Model) Citroen Light 15, finished black, beige leather upholstery, fitted many extras, nominal mileage; £485.

1948 (Model) Citroen Light 15 saloon, finished maroon with red leather upholstery, this car is in exceptional mechanical condition, serviced exclusively by us for the late owner; £445.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

JOHN S. TRUSCOTT, Ltd., for Citroen.  
OFFICIALLY appointed retailers.

NEW models from stock.  
SEVERAL post-war Light 15 saloons from £395; 6-cyl. models from £675; full details of current stock on request.

EXCHANGES, deferred terms.  
173, Westbourne Grove, W.11. Bay. 4274. [C4035]

RICHARDS & CARR, always best value.  
1952 6-cylinder saloon, one owner, extremely smart; £685.

1948 Citroen Light 15 de luxe saloon, sliding roof, excellent example; £295.

35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [4734]

1948 Citroen 15 saloon, one owner, low mileage, superb condition, 3 months' guarantee; £455.

C & W MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

1952 Citroen saloon, black/red leather, one owner, 11,700 miles.—J. Fricker, Ltd. Park 5077. [C2016]

1951 15hp Citroen de luxe saloon, black, red leather, nominal mileage; £395.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057]

1946 Light 15, excellent condition, £350.—Clairmonte Bros., Shanklin Rd., London, N.6. Mountview 5285. [C1056]

1953 (July) Citroen de luxe saloon, 2,000 miles, black; £795.—Mansfield Autos, Ltd., Euston 2587. [C3001]

GUY ALFRED & Co., Ltd.—1937 Citroen Light 12, any examination welcome; £175.—6-7, Warren St. W.1. Euston 3265. [C1005]

1948 (October) Citroen Light 15 fawn, sliding roof, very carefully maintained; £400.—Tel. Milland 240 (Hants). [5026]

1952 Citroen 6, finished green, beige leather, 15,000 miles only, £765.—R. M. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065. [1065]

1949 Citroen Light 15, finished in polychromatic grey with leather upholstery, fitted with many extras; £495.—Brands Garages, Ltd., Felixstowe 1255-6. [4884]

CITROEN 1940 Light 15, absolutely immac., with every conceivable extra including radio, 100% mechanically; £275.—Portland Sports Autos, Meadowhead Garage, Meadowhead, Sheffield, S. Tel. 45212. Open Sundays. [5160]

CITROEN Light 15, late 1951, low mileage, in good condition throughout, black with brown leather, one careful owner; £550.—Coleman, c/o Cambrian United Dairies, Ltd., Marshfield, Nr. Cardiff. [4921]

1950 (August) Citroen big 6-cyl. saloon, one owner, in superb condition throughout, 19-day's list price £1,350; accept the low figure of £625.—Ebdons Automobiles, Ltd., Cheltenham. Tel. 55331. [5041]

**CITROEN**  
ROSE & YOUNG, Ltd., offer: 1946 Citroen Light 15, exceptional condition, black; £395.—65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6664. [C3057]

KENTISH & THOMSON, Ltd.—1947 Light 15 sliding roof saloon, black with brown leather, excellent condition throughout; £395.—564-6, Wickham Rd., Shirley, Croydon, Springpark 3477. [C2047]

595ms.—Citroen Light 15 1951 sports saloon, sliding roof, leather, one owner, exceptional condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Row and Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C4018]

HINDHEAD MOTOR WORKS, Ltd., offer 1952 Citroen Light 15, grey with red leather, heater, one owner, excellent condition throughout, £735; 1950 Citroen 6-cylinder, in grey with red leather upholstery, one owner, excellent condition throughout, £650; 1949 Citroen Light 15, black with red upholstery, £495; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C2061]

**Citroen Cars Wanted**  
THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3454. [0172/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroen.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ACE SERVICE STATION (LONDON), Ltd.  
THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

N. R. Circular Rd., Stonebridge Park, N.W.10. N. R. 5585 (5 lines). [W1000/R]

REALLY good second-hand Citroen required.—Cobb, 30, Harley House, N.W.1. [W1086]

CITROEN.—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [W4055]

XXX H. P. Edwards offer immediate cash for good Citroen cars.—Details, please, to 203, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

**Citroen Spares and Service**  
SOUTH of the Thames.

BALES, of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3151-2. [0187/R]

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 48-hr. service. [C1005]

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [0727/R]

WOODFORD CAR MART, Essex distributors, for Citroen car sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [1000/R]

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barneshead Garage, Ltd., Bexleyheath 725. [0746/R]

BOWES ROAD GARAGE & ENGINEERING Co., Ltd. Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr., all spares stocked. [0585/R]

**CROSBLEY**  
£175.—Crosley Regis sports 4-seater 10hp, outstanding looking vehicle, extremely economical, with tremendous performance; 3 months' guarantee; hire purchase exchanges.

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground.) [C2052]

**DAIMLER**

GE  
1947 really outstanding D.B.18 2½-litre Daimler de luxe 4-door 6-light sliding roof saloon, with graceful swept tail incorporating spacious luggage compartment, one titled owner, 40,000 miles only, engine fully reconditioned 35,000, entire car just serviced and checked throughout by ourselves, not used since, finished outstanding unmarked black cellulose with gold coachlines, chromium bright fittings, immaculate brown leather upholstery, carpets and roof lining to tone, polished fascia panel and fillets; equipped: heating/demisting unit, telescopic steering, twin tone horns, passlights and interior lights, reversing light, cigarette lighter, concealed ashtrays, maker's tool kit, excellent battery and tyres, etc.; £275; written guarantee; hire purchase; part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000]

DAIMLER E.L.24 limousine, black/fawn, recently overhauled, immaculate.—Tel. Fri. 2303. [4963]

ACRES offer:—  
1939 Daimler 2½-litre saloon, black with brown leather upholstery, in immaculate condition; £375. Light 15, in immaculate condition.

ACRES AUTOS, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Maccusly 2211-2. [C1002]

CAR MART, Ltd.  
1950 Daimler 2½-litre saloon, heater; £750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

CHARLES FOLLETT, Ltd., offer:—  
1953 Daimler Consort saloon, grey, red leather, 2,000 miles only, fitted radio and screen-wash, as new; £1,385.

1949 Daimler 2½ saloon, black, brown leather, one owner, really outstanding condition; £725.

18 Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgic Ave., W.9. Cunningham 5936. [C2016]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**DAIMLER**  
Stratstone, Ltd., Daimler Distributors.

Daimler 2½-litre Consort (1953), black, 12,000 miles only, radio; £1,325.  
 Daimler 2½-litre Conquest saloon (1953), 5,000 miles only; £1,295.  
 Daimler 2½-litre Consort (1951 model), black with brown leather, radio, very well maintained; £950.  
 Daimler 2½-litre saloon (1948), black with red leather, radio, excellent condition; £750.  
 Daimler 2½-litre Ritz sports saloon (1939), black with beige leather, recent overhaul by Daimler Co.; £575.  
 STRATSTONE, 40 Berkeley St., W.1. (Mayfair 4404.)  
 Services, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464.) [C4022]

1949 2½-litre Daimler Tickford d/h coupe, black/cream, ex. cond.  
 TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029]

A CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 4812, 2/3, off-r.

1951 Daimler special sports coupe, body by Barker, finished maroon, new beige hood, beige leather, H.M.V. radio, heater, overdrive, low mileage, one owner, immaculate condition; £1,395. [C1001]

DAIMLERS, 1947/8 2½-litre saloons, choice of 3 from £495—Welham, Surbiton Hill Rd., Surbiton, Elmbridge 1873. [C4070]

1952 (April) Daimler Consort saloon, heater and wireless, mileage 17,000; £950; grey; F. L. Crannore, Ltd., 2040 Porters Bar. [C1062]

1951 Daimler Consort, 23,000 miles; £795—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

CASS'S MOTOR MART—1939 Daimler 18 saloon, blue, unblemished, genuine 40,000 miles; £450; written guarantee—S. Warren St., W.1. Euston 4110. [C1040]

£595!!!—Daimler 2½-litre saloon de luxe, speedometer reads 15,000, whole vehicle immaculate, 5 years old but it looks like brand new; 3 months' guarantee; hire purchase exchanges.  
 LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

395s.—Daimler 1939 2½-litre sports saloon, blue, sliding head, blue leather, preselector, l.f.s., good tyres, carefully used, exceptional condition; terms, exchanges—Rowland Smith, below.  
 195s.—Daimler New 15 1937 Stratstone fourseater drop head coupe, leather, preselector, good condition; terms, exchanges—Rowland Smith, below.  
 95s.—Daimler 15 1935 Mulliner sports saloon, sliding head, leather; terms, exchanges; list, open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

EXCHANGE your present Daimler car for new or used models; demonstrations by appointment. Write or phone Ralph Cleve at the old-established Daimler Agents, Coventry Motor Mart, Ltd., Coventry 2146. [C1044]

CAMDEN MOTORS for Daimlers, 2½-litre drop head coupe, 1949, special fourseater body styling by Messrs. Barker, the very handsome and impressive-looking car in beautiful condition and of nominal mileage; £795.

CAMDEN MOTORS for Daimlers, 2½-litre saloon, 1948, a true owner, in condition not so very far short of brand new, maintained and serviced by County distributors every 2,000 miles; fitted heater; Regency seat covers, Nu-way mats; £695.

CAMDEN MOTORS for Daimlers, Consort saloon, 1952, black with tan leather interior, director's car, maintained and driven by private chauffeur, absolutely immaculate in every respect; £1,095.

CAMDEN MOTORS for Daimlers, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]

LIMOUSINE, 1930/24 EL, partition, forward occasionally, black, small mileage, privately owned, competitive price.

LIMOUSINE (outswest tail) 1937/32hp, seating six behind partition, leather upholstery, exceptional carriage, black, selection from £395—Alpe & Saunders, Limited, Providence Court, North Audley St., Mayfair-2941. [C1006]

Daimler Cars Wanted  
 CHARLES POLLETT, Ltd., officially appointed Daimler retailers and repairers.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores—Barnsdale Yard, off E. Main Ave., W.9. Cunningham 5956-7-8. [W2010]

KIRKWOOD CARS buy most types of Daimler—78, Streatham Hill, S.W.2. Tulse Hill 1288. [W2037]

REQUIRED good used Daimler—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Daimler—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

XXX H. F. Edwards offer immediate cash for good Daimler cars—Details, please, in 19, Seabrook Rd., Hyde, Herts 97311. [W2059]

7-PASSENGER 1937/38/39 privately owned EL24 Limousine reupholster, black waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Daimler Spares and Service  
 DAIMLER and Lanchester Specialists—Deban Motors, 17, Atherton Mews, S.W.7. Western 4541. [W4032/R]

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs—169, Fulham Rd., S.W.3. Kenington 7901. [C0236/R]

DAIMLER-LANCHESTER specialists, service, chassis and coachwork repairs—J. B. Tanscombe & Co., Ltd., 30, Wilton Row, Belgrave Sq., S.W.1. Sloane 4665. [C0715/R]

DAIMLER and Lanchester repairs, spares, gear boxes a specialty, reasonable charges—A. A. Titmus & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [C0665/R]

**DELAGE**  
BRADSTOCK MOTORS, Ltd., offer:—

£195—Delage D6-70 saloon, 1938, Cotal box, radio, engine overhauled, good condition.—Chase Rd., Epsom. Tel. 633. [C1090]

1951 series Delage D.6 saloon, 9,000 miles.  
 103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars."

DELAGE drop head D6-70 model, this is probably the finest example of this famous marque in the country, new hood just fitted, black/white wings, faultless; £450—Two Ways Cottage, Vicarage Rd., Reading, Tel. 62134 evenings 2655 business hours. [5187]

Delage Cars Wanted  
 REQUIRED, good used Delage—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

Delage Spares and Service  
 SELBORNE, World Concessionaires, engines and body repairs; parts supplied—82, Park St., W.1. (0659/R)

DELAHAYE  
 1951 Delahaye 155M touring, ex-show model; £925—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

DELAHAYE 1949 model 135M (1948 Earls Court) coupe sedan by Pincoff, Holland, probably the finest example of this marque in the country, well over £1,000 spent on improvements, Latex seating throughout, completely reupholstered with latest Lucas dynamo, coil distributor, accumulators, wipers, lamps, horns, switches, etc., Andre telecontrols, Fagioni (Paris) loudspeakers, Smiths large heater, remote control radiator, shutters, special spare wheel attachment giving large luggage space, latest type 1952 Cotal electric gear box, low mileage, only 1,000 miles since engine completely rebuilt, inserted original size, perfect condition, over 100 mph; a photograph available; £1,250 cash or banker's order.—E. M. Tomkinson, York Terrace, Hockley Hill, Birmingham. Tel.: business, Nor. 5341-2; private, Streety 7251. [5142]

Delahaye Spares and Service  
 SELBORNE, World Concessionaires, engines and body repairs; parts supplied—82, Park St., W.1. (0659/R)

DELLOW  
 GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties, 33-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [C0610/R]

Dellow Cars Wanted  
 1950—1 Dellow required, sound and road used only.—S. Redlands, Tiverton, Devon. [5052]

D.K.W.  
 D.K.W. cars! bought for cash, taken on sale or return, no charges, as part exchange for new Ford, etc. B & M GARAGES, Ltd., for new crankshafts, guaranteed for 12 months, at £26/10, sleeve blocks, £11; new super German pistons at £2/6 each; clients own spares fitted as desired by skilled and trained D.K.W. men.—B & M GARAGES, Ltd., 42a, St. Michael's St., W.2. Faddington 6877. [C016/R]

D.K.W. Spares and Service  
 NEW big-ends and mains fitted to D.K.W. crankshafts.  
 C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0871. [C0006/R]

D.K.W. main agents, genuine spares and service for all models.—Schenk Motor Engineering Co., Ltd., 465, Stretford Rd., Manchester 16. [4951]

DODGE  
 £225—1939 Dodge Custom de luxe saloon, in outstanding condition, throughout, maintained regardless of expense, extras include sunshade roof, leather upholstery, radio, heater, windscreen washers, un worn tyres, a real opportunity; £100 down—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

Dodge Cars Wanted  
 7-PASSENGER 1938/39, required, (privately owned), details please, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Dodge Spares and Service  
 DODGE specialists, repairs, spares, exchange engine service—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [C0362/R]

FIAT  
 DICKS.  
 1939 Fiat 500 coupe, a very attractive and well maintained car; £250.—Below.  
 1938 Fiat 500 coupe, recent engine overhaul; £195.  
 DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6885-9. [C1072]

S. & S. MOTORS—1937 500, respayed duo blue, reconditioned engine; £165.  
 S. & S. MOTORS—500 series 2, respayed blue, beige leather upholstery, new carpets, reconditioned engine, beautiful car, 3 months' guarantee; £190.  
 S. & S. MOTORS—1938 500, good order and reliable, bargain; £115.  
 S. & S. MOTORS—1939 500 cabriolet, in excellent condition, respayed, reconditioned engine, 3 months' guarantee, £200; choice of three.  
 S. & S. MOTORS—Large stock of new and second-hand spares, engines etc.—165a, Westbourne Grove, W.11. Bayswater 1644. [4676]

1953 unregistered Fiat 1.100cc.—Anthony Crook Motors Caterham Hill, Surrey. Tel. 2252-3. [C1063]

1939 Fiat 500 cabriolet, duo-brown, smart, £225, S.W.1. Sloane 5424. [C5045]

£179—1937/8 Fiat 500 convertible saloon, excellent condition—Q.P. (Balham) Ltd., 2c, Balham Hill, S.W.12. (100 yards Clapham South Tube, Batt. 1107-8-9. [C0204]

**FIAT**

MAYFAIR GARAGES, Ltd., for your Fiat. The elegant light car.—Below.

MAYFAIR GARAGES, Ltd., 1949 (reg. 1951) 500B obv. Belvedere station wagon, recollapsible silver with pannelled body, most elegant looking car with outstanding road performance, 3 months' guarantee; £495.—Below.

MAYFAIR GARAGES, Ltd., 1947 model (reg. 1953) 1050 de luxe hardtop coupe, silver with maroon upholstery, reconditioned engine 200 miles ago, smart and economical car with outstanding road performance, 3 months' guarantee; £315.—Below.

MAYFAIR GARAGES, Ltd., June, 1939 500 2nd series full 4-seater convertible saloon, black, red leather, smart car, in excellent condition throughout, 3 months' guarantee; £255.—Below.

MAYFAIR GARAGES, Ltd., September 1938 500 convertible coupe, maroon, red leather, excellent condition throughout, 3 months' guarantee; £195.—Below.

MAYFAIR GARAGES, Ltd., 1937 500 de luxe convertible coupe, black, bumper, very good condition; £145.—Below.

MAYFAIR GARAGES, Ltd., July 1938 1100 506 4-door pillarless saloon, black and silver; 1945.—Below.

MAYFAIR GARAGES, Ltd., 1937 500 convertible coupe, maroon, in constant road use but requires bodywork renovation; £25.—Below.

MAYFAIR GARAGES, Ltd., illustrated list and road test report on request, h.p. one-third deposit.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Balderton St. (opp. Selridge), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sats. 9-1. [C3009]

£298—Fiat 1500 1940 4-dr. sal., pillarless, exceptional good mechanically, leather interior, superb steering, many others.  
 ROYALTY MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. [C1017]

1940 2nd series, convertible 500, reconditioned engine, heater; £250.—Clairmonte Bros., Shanklin Rd., London, N.E. Mountview 5285. [C1056]

225s.—Fiat 500 1939 convertible coupe, leather, good condition; terms, exchanges.—Rowland Smith, below.

195s.—Fiat 1100 1939 4-door saloon, sliding head, I.F.S., good condition; terms, exchanges.—Rowland Smith, below.

145s.—Fiat 500 1937 convertible coupe, leather, good condition; choice of 5 Fiat 500s; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1938 Fiat 500 fixed head coupe, 2 owners, new engine, 8,000 miles, bodywork in perfect condition.—Below.

1937 Fiat 500, new engine, gear box and starter motor, first-class condition throughout.—Chapman Garages, Ltd., Ledbury Rd., W.11. Bayswater 2949. [C1044]

1937 Fiat 500 convertible coupe, really splendid condition—mechanically and otherwise, R.A.C. A.A. examination; £165.—Cutler, Walberton, Arundel, Tel. Eastergate 367. [5063]

1939 Fiat 500 4-seater convertible, in exceptional condition throughout, regularly maintained by enthusiast; £255; terms, exchanges.—C.N.K. Motors, 553, Finchley Rd., N.W.3. Tel. Hampstead 5715. [C1062]

MAY 1940, 1100, oil coil Lucas lamps, dynamo automatic voltage control, reconditioned front suspension, large capacity fuel tank, fawn upholstery, real leather, 40 mpg; £225.—Laverton, Brantham Place, Manningtree. [4481]

C. V. RUSHMER, The Fiat specialist, offers latest Eleven Hundred saloon, show model, 3,000 miles, one owner, a very amazing performance and economy, 80 mph, 35mpg; April 1949 1100 saloon, one owner, a really superb example, £495; 1939 500 coupe, 3 months' guarantee, terms, exchanges—39, Holland Park, W.11. Park 5751. [C3061]

Fiat Cars Wanted  
 ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiats—Balderton St., W.1. Mayfair 3104. (0695/R)

WANTED, Fiat 500, must be in very good condition.—C. R. Foster, 212, Cardigan Rd., Leeds, 6. [4464]

FIAT 500 or 1100 saloon wanted, in good condition, in part exchange for the new Simca Aronde, the saloon with sports car performance.  
 FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. [W2008]

XXX H. F. Edwards offer immediate cash for good Fiat cars—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0112. [W2025]

Fiat Spares and Service  
 FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow, Hydon 6028. [C0355/R]

S. & S. MOTORS, Fiat 500cc spare stockists, retail and trade replacement service units—165a, Westbourne Grove, W.11. Bay. 1644. [C1036/R]

MAYFAIR GARAGES, Ltd.—Fiat 500, reconditioned, exchange engines, pre- and post-war, £38; Fiat repairs and renovations at competitive prices.—Below.

MAYFAIR GARAGES, Ltd., Balderton St., W.1. Mayfair 3104, open 9-6. Sats. 9-1. [C0332/R]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Ferriway 5651. [C0909/R]

500, 1100, 1500 Fiat, full range of spares, reconditioned tested engines, carburetors, radiators, dynamo, starters, distributors, in exchange; new carburetors, exhaust systems, running boards, hoods, S.I.A.T. obv conversion set, practically new and complete 18hp instead of 12hp. Group list; reconditioning and servicing.—Derrington, 159-161, London Rd., Kingston 5621-2. [51071]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (8 h.p.)

**W. HAROLD PERRY, Ltd.**, of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—  
**1953** Ford Anglia 8hp saloon, colour Bristol fawn, fitted steel covers, low mileage, one owner, with guarantee. £365. (C3042)  
**W. HAROLD PERRY, Ltd.**, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. (C3042)

## RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire-purchase specialists.

**1948** Ford Anglia saloon, coachwork repainted, one owner only, a very pretty car; choice of 10 others from 259/9s.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maids Va's 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

## PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.  
 PHONE Harrow 4232 for details.

**W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Middx. (Opp. Bus Depot). (0089/R)

**£275**—Ford Anglia, 1947, black, very good condition.  
**£355**—Ford Anglia, 1953, one owner, low mileage only.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2006)

**1949** Anglia saloon, black, one owner, excellent condition. £295.  
**H. A. SAUNDERS, Ltd.**, 44, Golders Green Rd., N.W.11, Speedwell 0011. (C4004)

**W. J. BROWN, Ltd.**, established over 30 years, Used Ford Specialists.

**1953** Ford Anglia black, 1,900 miles, one owner. Unmarked. £405. (0578/R)

**1953** Ford Anglia, black, 4,000 miles, one owner. Unmarked. £395. (C1025)

**339**—Finchley Rd., N.W.3. Hampstead 4414. (C1025)

**1949** Ford Anglia saloon, black, in very nice condition throughout fitted heater. £275.  
**COLES GARAGES, Ltd.**, 42, Worples Rd., Wimbledon, S.W.19. Wim. 0195. (C1054)

**1953** Ford Anglia, black, red upholstery, low mileage, as new with 3 months' guarantee. £415.  
**Parkstone Motor Co., Ltd.**, Parkstone, Dorset. Tel. Parkstone 1551. (C4919)

**ARTHUR E. GOULD, Ltd.**, 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.  
 —1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (0578/R)

**275**—Ford Anglia, October 1948 saloon, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

**1950** series Ford Anglia de luxe saloon, leather upholstery, twin screenwipers, trafficators, etc., 100% throughout; written guarantee. £298.—Sharwood Motors, Ltd., 32, Oxbridge Rd., W.5. Ealing 1475. (S152)

**1949** Ford 8 Martin Walter ullecon. Fitted Ekco radio, heater, de-mister, wind tone horns, indicators, spot interior, reversing lights, special locks, fire extinguisher ash tray, cigarette lighter, absolute bargain. £295.—Value Cars, East Sheen. Prospect 7580. (C4068)

**PRIDE & CLARKE, Ltd.**—1953 Ford Anglia saloon, black/red leather, 12,000 miles, one owner; £349; 1949 black/brown or black/red leather, one owner; choice four from £279; 1946 black/brown or black/red leather, one owner, choice two from £219; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

## Ford Eight Cars Wanted

**C. M. THE CAR MART, Ltd.**, wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. (0172/R)

**R. ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Ford 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## FORD POPULAR

**1953** (November) Popular, 1,900 miles, unmarked; £365.—R. Charles & Carr, 35, Kinnerton St., London, S.W.1. S. Anne 5424. (C3045)

## FORD (10 h.p.)

**W. HAROLD PERRY, Ltd.**, of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

**1953** Ford Prefect saloon, colour black with leather upholstery, seat covers, heater, radio twin spot lamps and link mate, spotless condition, 11,000 miles, one owner, with guarantee. £500.

**1953** Ford Prefect saloon, colour fawn with leather upholstery, fitted loose covers, heater, radio, twin spot and sunshade roof, one owner, mileage 15,000. £500.

**W. HAROLD PERRY, Ltd.**, 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444. (C3042)

## CAR MART, Ltd.

**1952** Ford Prefect saloon; £460.—Car Mart, Ltd., Gloucester House 150, Park Lane, W.1. Grosvenor 3434. (C1039)

## FORD (10 h.p.)

**PERRY'S OF HARROW**  
 HAVE an excellent selection of post-war 10hp saloons available.  
 PHONE Harrow 4243 for details.

**W. HAROLD PERRY, Ltd.**, High Rd., Harrow Weald, Middlesex (opp. Bus Depot). (0100/R)

**£325**—Ford Prefect 1948 sin., leather interior, recon. engine original throughout; many others.

**BENMOTORS, 1.** Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube.) Exchanges, h.p. (C1017)

**£150**—1939 Ford 10 saloon, 4-door, paintwork dull, cloth interior, sound mechanical condition. —Lawrence, She. 5567. (S188)

**£295**—Ford 10hp Prefect de luxe saloon, 1947, blue with blue leather, fitted heater, engine just checked over in our workshops.

**£405**—Ford 10hp Prefect saloon, 1951, black, with brown leather, one careful owner only; fitted new Dunlop tyres four weeks ago.

**C. AIDEN MOTORS, Leighton Buzzard, Beds.** Tel. C 2041; open till 8 p.m., Mondays to Saturdays; write for catalogue. (C1035)

**1951** saloon, black, leather, recon. engine, one owner, 28,000 miles; £415.—Robbins, East Putney, Tel. 4341. (C3010)

**ARTHUR E. GOULD, Ltd.**, 290-292, Regent St., W.1 and 8-14, Meard St., Soho, W.1. Langham 1594-5.  
 —1946-50 Ford Prefect saloons, low mileage, all guaranteed. (0579/R)

**1939** Ford Prefect 4-door saloon, leather interior, exceptionally clean; £235 or £20 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

**WALTER SCOTT, Ltd.**—1950 Ford Prefect, black, low mileage, exceptional. £385.—39, Colosse Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Pri. 5914 (C4006)

**£395**—Specimen 1950 Ford Prefect 4-door saloon, beautifully maintained by one owner, the finest we have had; 3 months' guarantee; hire purchase, exchanges.

**LAMBS Finchley Showrooms.** 421/423, High Rd., N. Finchley, N.12. Finchley 6221. (East Finchley Underground). (C2052)

**1952** (Oct.) Ford Prefect, fawn with beige upholstery, heater, loose covers, one owner, low mileage; £425.—Families Service Garage, London Rd., Guildford 5326. (C3035)

**ARCHIE SIMONS & Co., Ltd.**—1951 Ford Prefect saloon, colour beige, brown upholstery, nominal mileage, one owner only as new; £445.—94, Otford Rd. St. W.1. Lan. 1343. (C4013)

**DISABLED driver's Ford Prefect, all normal controls intact, delivered November, 1949; almost new condition throughout; £350.—Buntings Motor Exchange, Harrow, Tel. 62525. (S1074)**

**375**—Ford Prefect, November 1949 saloon, leather, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## Ford Ten Cars Wanted

**C. M. THE CAR MART, Ltd.**, wish to purchase Ford 10 cars.—150 Park Lane, W.1. Grosvenor 3434. (0174/R)

**MARSTON MOTOR Co., Ltd.**, for your Ford 10.—14, Sta. 8000, Seven Sisters Rd., Tottenham, N.15. (0179/R)

**R. ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## FORD CONSUL

**W. HAROLD PERRY, Ltd.**, of 279, Ballards Lane, N. Finchley, N.12, Tel. Hillside 4444, offer:—

**1953** Ford Consul, colour fawn, with leathercloth upholstery and spot lamp, 4,000 miles, one owner. £650.

**W. HAROLD PERRY, Ltd.**, 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

**ALWAYS**  
 FORD Consuls. A selection with a written guarantee and free after sales service at

**NAYLOR & ROOTE, Ltd.**, 25 East Hill, Clapham Junction S.W.11. Batt. 2252 (C3022)

**SLOCUMBS, Ltd.**  
 CONSUL 1952 in beige with real leather interior, fitted radio and heater, appearance as new, and in fine mechanical condition; £610; R.A.C. of A.A. inspection invited; part exchanges, terms.—Dudden Hill Lane, Willesden 4869. (C4017)

**GATEHOUSE offer:—**  
**1951** Ford Consul saloon, fawn, heater, very clean. £375; also 1953 Ford Consul saloon, beige, red leather, 5,000 miles. £645.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. (C2021)

**AUTO SALES (LONDON), Ltd.** offer:—

**1953** Ford Consul, 4,000 miles only, leather, one owner. £640.—Auto Sales (London), Ltd., Belize Rd., N.W.6. Maids Vale 5555. (4222)

**DAGENHAM MOTORS, Ltd.**, Ford Main Dealers.

**1953** Ford Consul saloon, grey, radio, heater, 10,000. £650.

**1953** Ford Consul saloon, black, radio, heater, 11,000. £650.

**56** Park Lane, W.1. Hyde Park 4866; 574, Ealing Rd., Alperton, Middx. Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. (C1064)

**1951** Ford Consul, heater, radio, seat covers, unmarked condition; £500.—Vidler, 45, Crawford St. W.1. Pad. 4915. (4997)

## FORD CONSUL

**W. J. BROWN, Ltd.**, established over 30 years. Used Ford Specialists.

**1953** Ford Consul saloon, Dorchester grey, red leather, heater, 2,000 miles, one owner; £460.

**1953** Consul in green with beige leather, 7,400 miles, one owner, immaculate; £625.

**339**—Finchley Rd., N.W.3. Hampstead 4414. (C1025)

**1953** Ford Consul, black, red upholstery, heater, low mileage, with 3 months' guarantee; £645.—Parkstone Motor Co., Ltd., Parkstone, Dorset. Tel. Parkstone 1551. (4918)

**1952** Ford Consul saloon, opal blue, leather, radio, heater, twin Windhorns, overriders, latest mascot, one owner, mileage 15,000 only, whole car in superb condition, today's cost £750; our New Year price £575; late owner purchased new Humber Hawk.

**MCKINNON MOTORS, Ltd.**, Langham House, 5, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. (C3030)

**525**—Ford Consul, September 1951 saloon, leather, radio, heater, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## Ford Consul Wanted

**R. ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**FULL** value paid for Consul or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

## FORD ZEPHYR

**ALWAYS**  
 FORD Zephyrs. A selection with a written guarantee and free after sales service at

**NAYLOR & ROOTE, Ltd.**, 25 East Hill, Clapham Junction S.W.11. Batt. 2252. (C3022)

**GLANFIELD LAWRENCE offer:—**  
**1952** (October) Ford Zephyr saloon, one owner, 13,000 miles, leather, in magnificent and unmarked condition throughout; £615.—407, High Rd., N.12. Finchley 091. (C2053)

**BRADSTOCK MOTORS, Ltd.** offer:—  
**£695**—1953 Ford Zephyr, Dorchester, grey, red leather, fitted radio, heater, one titled owner, 7,000 miles only, whole car as new.—Chase Rd., Ennism. Tel. 551. (C1090)

**AUTO SALES (LONDON), Ltd.** offer:—

**1953** Ford Zephyr, Dorchester grey, red leather, heater, one owner, 14,000 miles only; £650.—Auto Sales (London), Ltd., Belize Rd., N.W.6. Maids Vale 5555. (4221)

**DAGENHAM MOTORS, Ltd.**, Ford Main Dealers.

**1953** Ford Zephyr saloon, black/hide, 9,000; £675.

**1952-3** Ford Zephyr saloon, black, radio, heater, 18,000; £650.

**1952** Ford Zephyr saloon, green/hide, 9,000; £625.

**56** Park Lane, W.1. Hyde Park 4866; 574, Ealing Rd., Alperton, Middx. Perivale 3388 and 6, 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. (C1066)

**CHARLES FOLLETT, Ltd.**, officially appointed retailers offer:—

**1951** Ford Zephyr saloon, metallic green, heater, radio, one owner, exceptionally well maintained car, 3 months' guarantee; value at £645.

**18** Berkeley St., W.1. Mayfair 6366.

**SERVICE, Works and Stores, Barnsdale Yard, off Klein Ave. W.9. Cunningham 9936. (C2010)**

**1953** Ford Zephyr, colour black, red leather, fitted heater 100% throughout; £655.

**PARSONS & PARSONS (GARAGES), Ltd.**, Potter St., Harlow, Potter St. 121. (C3039)

**1951** (August) Ford Zephyr saloon, green/fawn, heater, one owner, excellent condition; £545.—Dobsons Ltd., Staines 801. (C1074)

**1953** July Ford Zephyr, black, red leather, heater, 4,000 miles, as new; £725; terms.—A. E. Palmer Motors Ltd., Luton 4212. (S131)

**1953** Ford Zephyr, black, red upholstery, heater, mileage under 4,000, in perfect order, with 3 months' guarantee; £725.—Parkstone Motor Co., Ltd., Parkstone, Dorset. Tel. Parkstone 1551. (4917)

**£665**—1953 model Zephyr, black, red leather interior, heater, wing mirrors, loose covers, front arm rest, 10,000 miles only, a most beautiful example; £345.—Elm Autosales, 69, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4825. (C2067)

**ROSE & YOUNG, Ltd.** offer:—1953 Ford Zephyr; 6,000 miles only, fitted radio, heater, leather, loose covers, etc., unmarked, black; £675.—65-69, Strehend Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

**645**—Ford Zephyr, November 1952 saloon, leather, heater, one owner, small mileage, spare unused, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

## Ford Zephyr Cars Wanted

**WANTED**, crashed or damaged Ford Zephyr.—Box 0047. (S917)

**WANTED** by private buyer, 1951 Zephyr.—45, Monks Ave., Lancing, Sussex. (S245)

**R. ROWLAND SMITH'S, the Car Buyers.**—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## FORD (V.8)

**AUTOMOBILIA, Ltd.** offer:—

**1951** (April) Ford Pilot de luxe saloon, black, brown hide, one owner, exceptional condition; heater; £475.—Pippbrook Garage, London Rd., Dorking 4304/3591. (C1089)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## FORD (V.8)

**W** HAROLD PERRY, Ltd., of 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444, offer:—

**1949** Ford Pilot saloon, colour black with brown upholstery, fitted loose covers, link mats, radio, twin spot lamps, one owner, nice car. £400.

**W** HAROLD PERRY, Ltd., 279, Ballards Lane, N. Finchley, N.12. Tel. Hillside 4444. (C3042)

**BM** OCTOBER, 1948, faultless Ford Pilot, genuine low mileage, in excellent mechanical shape, unworn tyres, finished spotless black and chrome, red brown hide interior, comprehensive equipment includes: electric clock, temperature gauge, built-in Jack-all jacks, heater, foglight, twin horns; a very worthwhile family car for the moderate outlay of £340, terms, exchanges, —Beverly Motors, Beverley Rd., Highams Park, London, E.3. Larkwood 7208 or 2031. (C1086)

**DAENHAM MOTORS, Ltd., Ford Main Dealers.**

**1950** Ford Pilot saloon, blue, radio, heater, 22,000, £435.

**56** Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alperton, Middx. Privilege 3588 and 6, 8 and 12, Sangleys Rd., Catford, S.E.6. Hither Green 4881. (C1066)

**A** CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

**1949** Ford Pilot saloon, silver grey, low mileage, excellent condition throughout; £395. (C1001)

**CHARLES POLLETT, Ltd.,** officially appointed re-sellers, offer:—

**1948** leather, H.M.V. radio and heater, very good car; £365.

**18** Berkeley St., W.1. Mayfair 6266.

**SERVICE, Works and Stores—Barnsdale Yard, off**

**ELGIN AVE., W.9, CUNNINGHAM 5936.** (C2010)

**FORD** Pilot Estate car, body built regardless of cost, unused—S. Houghton & Sons, Knutsford Rd., Warrington.

**1951** model Pilot, exceptional condition, unrepainted; value value; £330.—A.2. Motors, Palmerston Rd., N.W.6. Mal. 4723. (C1011)

**1949** Ford Pilot saloon, excellent condition; £350; terms, exchange.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Arnold 4694. (C5017)

**CASS'S MOTOR MART—1950** Ford Pilot saloon, black, leather, engine 17,000 miles; £425; warranty, —S. Warren St., W.1. Euston 3523. (C1045)

**1949** Ford Pilot, radio, heater and leather, in excellent condition throughout; £345.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

**1949** Ford V.8 Pilot, black, brown leather, radio, heater, spotless condition; £375.—Balls (Finchley), Ltd., Odon Parade, North Finchley, London, N.12. Tel. Hillside 1044. (S115)

**1949** Ford Pilot, black, brown leather, heater, —Tate & Hitchins, Ltd., Hayes Crescent, Temple Fortune, N.W.11. Speedwell 9873. (S075)

**£195**—Magnificent Ford V.8 20hp saloon, very rare condition, one of the finest we have ever had, by no means looking at driving this vehicle would believe it's 14 years old; 3 months' guarantee; hire purchase, exchanges.

**L. AMBS, Finchley Showrooms, 421-423, High Rd., N. Finchley, N.12 Finchley 6221.** (East Finchley Underground.) (C2052)

**1951** Ford V.8 Pilot saloon, black with brown interior, chauffeur maintained, excellent condition throughout; £395, also a 1950 saloon at £355.—Garage Service Co., Ltd., 1,061, Finchley Rd., Golders Green, N.W.11. Speedwell 8692. (C2019)

**Ford V.8 Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 10175/R.

**ROWLAND SMITH'S, The Car Buyers, Highest cash**

**prices for Ford V.8.—Hamstead (Tube), N.W.3, Ham 6041.** (W4018/R)

**AMERICAN & CO**

**SIMPSON'S MOTORS (WEMBLEY), Ltd., American**

**Car Specialists; full list see "American Cars."** (C4015)

**ON** all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K. —Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506/9. (0749/R)

**UTILITY—FORD OR OTHER BODIES**

**E** STATE car body for Ford Pilot or V.8, unused.—S. Houghton & Sons, Knutsford Rd., Warrington. (S175)

**Ford Miscellaneous Cars Wanted**

**R** ROWLAND SMITH'S, The Car Buyers, highest cash

**prices for Ford.—Hamstead (Tube), N.W.3, Ham 6041.** (W4018/R)

**PRIVATELY OWNED Zephyr or Consul.—5, Brace Court,**

**Kingston Hill, Surrey, Tulse Hill 2768.** (W2037)

**Ford Spares and Service**

**ALLAN TAYLOR (MOTORS), Ltd.,**

**High St., Wandsworth, S.W.18.**

**H** MAIN Ford dealers

**L**ARGE stock of genuine Ford parts.

**V**ANDYKE 4433 (5 lines) (0514/R)

**FRANK G. GATES, Ltd., High Rd., Woodford Green**

**(Tel. Wandstead 2233), main Ford dealers, service**

**and all spares.** (0093/R)

## Ford Spares and Service

**NORMAND, Ltd.,** FIRST-CLASS mechanics and highly efficient supervision produce the best results.

**NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665.** (0231)

**WE** have one of the biggest stocks of Enfo spares

**in the country from model A, V.8, W.D. types**

**and tractor to the current model, Ford reconditioned**

**engines, reconditioned BB engines, etc.—W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham**

**770 (8 lines). Also 66, High St., East Ham, E.6.**

**Grangewood 1130. (S5065/R)**

**Frazer Nash Cars Wanted**

**ROWLAND SMITH'S, The Car Buyers, Highest cash**

**prices for Frazer Nash.—Hamstead (Tube), N.W.3, Ham 6041.** (W4018/R)

**FRAZER NASH-B.M.W.**

**FRAZER NASH-B.M.W. 1955 saloon 319/45, engine,**

**new axle, recently overhauled; £187/10.—Bul. 6547.**

**PERFORMANCE CARS.—Good selection always available;**

**written guarantee.—See under "Sports Cars."** (C3041/R)

**£335—1939 2-litre 162hp drop head four-seater,**

**coupe, body by Reutter of Berlin, a fine**

**example of these fast, economical cars.**

**BRIAN FINGLESS, Battall Sales & Service, 2, Pembroke**

**Mews, W.11. Bayswater 3951. After 6,**

**Tulse Hill 4755. (C2009)**

**265—1939 Frazer Nash-B.M.W. 1959 2-litre type 320**

**coupe, Continental sports saloon, 1100 cc., good**

**condition; terms, exchange.—Rowland Smith, below.**

**175—1939 Frazer Nash-B.M.W. 1956 2-litre type 45**

**convertible saloon, leather, very good condition;**

**terms, exchange; list, open 9 a.m. weekdays and Saturdays.**

**—Rowland Smith, Hamstead (Hamstead Tube),**

**Hamstead 6041. (C4018)**

**BARTLETT—1939 Frazer Nash-B.M.W. 327/80 and 327/55**

**coupe, 4675 and 4595; Frazer Nash-B.M.W. 328**

**saloon; £450.—27a, Pembroke Villas, W.11. Bayswater**

**0523. (C1013)**

**Frazer Nash-B.M.W. Cars Wanted**

**BARTLETT will pay more for good Frazer Nash—**

**B.M.W.s.—27a, Pembroke Villas, W.11. Bayswater**

**0523. (W1013)**

**ROWLAND SMITH'S, The Car Buyers, Highest cash**

**prices for Frazer Nash-B.M.W.—Hamstead (Tube),**

**N.W.3, Ham 6041. (W4018/R)**

**HEALEY**

**B. J. HUNTER, Ltd., offer:—**

**1949 Healey 2½-litre sports saloon, most attractive;**

**1947 Healey 2½-litre sports 2-seater, over 100mph,**

**attractive; £475.**

**B. J. HUNTER, Ltd., 22, Crickwood Broadway,**

**N.W.2, Tel. Gladstone 5303. (C2040)**

**BRADSTOCK MOTORS, Ltd., offer:—**

**£525—1950 Healey Silverstone, finished two tone**

**blue, spare set unused, wheels and tyres,**

**alternative axle ratio and H.C. pistons, excellent**

**condition.—Chase Rd., Epsom, Tel. 633. (C1090)**

**1951 Tickford Healey, 20,000 mls.; £725.—Box**

**2652. (S154)**

**BARTLETT—Healey superb Abbott drop head coupe;**

**£1,200.—27a, Pembroke Villas, W.11. (C1013)**

**1951 Healey saloon, 13,000 miles, one owner; £675.**

**—Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2252-3. (C1063)**

**BROOKLANDS, Sole Concessionaires, Healey, new 4-**

**seater saloon coupe and convertible 3-seater from**

**stock.**

**1952 Healey Abbott drop head coupe.**

**1951 Healey Tickford saloon, excellent.**

**BUY or sell your car at**

**103, New Bond St., London, W.1. Mayfair 8551-6.**

**JACK ROSE, Ltd.—1953 Austin Healey 100 sports 2-**

**seater, in blue, as new; £1,045.—Stafford Rd.,**

**Warrington, Surrey, Wallington 5677-8. (C3056)**

**1952 Healey Tickford saloon, grey/red, immaculate**

**condition, radio and heater, small**

**mileage. £995.—A. Freeman, Ltd., Grosvenor Garage,**

**Burnage Lane, Manchester, 19. Rtn. 2674-5. (S153)**

**ROSE & YOUNG, Ltd., offer: 1951 Healey Silverstone**

**E-type 2-seater, 1,000 miles only, as new, red;**

**£785.—65-69, Stenhouse Ave., Streatham Hill, S.W.2**

**(1 minute Streatham Hill Station). Tulse Hill 664. (C5057)**

**HEALEY Abbott d'head, Nov. 1950, finished in black**

**and ivory, one of the most beautiful cars on the**

**road, new engine just run in, car been maintained**

**regardless of cost and in lovely condition.—Brooks, 20**

**Brampton St., S.W.3. Tel. Flaxman 7968. (4911)**

**Healey Cars Wanted**

**SILVERSTONE wanted for cash.—Tel. Valentine 4674**

**after 6 p.m. (W2018)**

**SPORTSMOBILE or Abbot coupe.—Builder, Lauriston,**

**Brixham, Tel. Brixham 3060. (4764)**

**RICHARDS & CARR, buy Healeys.—35, Kinnerton**

**St., London, S.W.1. Sioane 5424. (W3045)**

**BARTLETT will pay more for good Healeys.—27a**

**Pembroke Villas, W.11. Bayswater: 0523. (W1013)**

**PERFORMANCE CARS urgently require Healeys.—**

**Great West Rd., Brentford, Middlesex. Ealing 8641**

**(W5041)**

**ROWLAND SMITH'S, The Car Buyers, Highest cash**

**prices for Healey.—Hamstead (Tube), N.W.3, Ham 6041.**

**1949—1951 Healey saloon (Tickford preferred) or**

**coupe, low mileage, no dealers.—Hervy**

**Robinson, Ltd., Cambridgeshire 4461. (S1500)**

**HILLMAN 10**

**A** LWAYS

**HILLMAN Minis. A selection with a written guaran-**

**tee and free after sales service at**

**NAYLOR & ROOT, Ltd., 25, East Hill, Clapham**

**Junction, S.W.11. Batt. 2252. (C3022)**

**HAROLD SIMONS, Ltd., offer 1952 Hillman utility.—**

**See under Utilities. (C4065)**

## HILLMAN 10

**C** AR MART, Ltd.

**1952** Hillman Minx Phase V saloon, heater; £565.

**1951** Hillman Minx Phase IV saloon; £485.—Car

**Mart, Ltd., 320, Euston Rd., N.W.1. Euston**

**1212. (C1039)**

**RAYMOND WAY.**

**RAYMOND WAY, of Kilburn.**

**RAYMOND WAY, The Hire-Purchase specialists.**

**1951** Hillman Minx Phase IV saloon, fitted radio,

**one owner only; a choice of 10 others from**

**459ms.**

**HIRE** purchase terms on the spot with no references,

**no formalities or guarantors; part-exchange on**

**your present motor cycle or car; always 200 cars**

**under £400 to choose from.**

**R** MALDA VALE 6044 connecting all branches and

**departments (Kilburn Park Station, Bakerloo line, 190**

**yards). (C4047)**

**A** UTOMOBILIA, Ltd., offers:—

**1949** Phase III Hillman Minx 4-door de luxe sun-

**shine saloon, green with leather upholstery,**

**heater, 23,000 miles, very carefully maintained; £475.—**

**Pippbrook Garage, London Rd., Dorking 4304, 3391.**

**WARWICK WRIGHT, Ltd., offer:—**

**1953** Hillman Minx saloon, Golden Sand, 8,000

**miles; £654; also in mid-green, similar mile-**

**age.**

**1952** (December) Hillman estate car, moorland

**grey, 15,000 miles; £675.**

**1952** Hillman Minx saloon, black, 24,000 miles;

**£550.**

**WARWICK WRIGHT, Ltd., 150, New Bond St., W.1**

**Mayfair 9761. (C4045)**

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

**100** Routes Group Dealers, offer:—

**DECEMBER 1947** Hillman Minx saloon, excellent

**condition; £355.**

**MARLBOROUGH Works, Keston, Tel. Wordsworth**

**7805 (5 lines). (C1008)**

**PHENIX MOTOR CO. (SURREY), Ltd., offer:—**

**1953** (March) Hillman Minx Mark VI saloon,

**black red leather upholstery; 12,000 miles;**

**miles only; fitted loose covers, one owner, maintained**

**by us since new; taxed to December, 1954; £625. Cars**

**upwards from £129.**

**PHENIX MOTOR COMPANY (SURREY), Ltd., High**

**St., Sutton, Surrey, Vigilant 1121. (C3044)**

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**HILLMAN 10**  
DAONEAM MOTORS, Ltd., offer the following car:

**1953** Hillman 21 saloon, blue, 6,000; £625.  
56 Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., Alport, Middx. Perivale 3388; and 6, 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066]

**1952** (September) Hillman Minx Phase V saloon, green with beige interior, one owner, fitted heater, good condition; £535.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [C1073]

**1950/51** (November, 1950) Minx coupe, 29,000 miles, one owner only, regularly serviced by Hillman dealer; £450.—R. S. Mead (Sales), Ltd., 43, Queen St., Maidenhead, Tel. Maidenhead 3431-2. [C3011]

**1952** Hillman Minx convertible, finished grey, heater, loose covers, etc., 8 really immaculate car, trade and part exchange enquiries invited.—G. P. Morley Ltd. 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

**XXX** Really immaculate Hillman Minx Phase III convertible 4-seater coupe (registered January, 1950), beige with red leather and loose covers, quite immaculate one-owner car, thoroughly recommended with written guarantee; £649; terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. [C2003]

**PRIDE & CLARKE, Ltd.**, 1952 Hillman Phase V saloon, black/red leather, 12,000 miles, one owner, £569; 1951 blue/red leather, 20,000 miles, one owner, £479; 1951 saloon, black/brown or grey/red leather, low mileage, choice 3 from £649; 1949 beige/blue/green/brown or grey/brown leather, heater, choice of several from £409; 3 months' guarantee; terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. [C3068]

## Hillman Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 5434. (0671/R)

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Hillman.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**R** ROOTES Ltd., DISTRIBUTORS, REQUIRE modern low-mileage Hillman cars.

**B**IRMINGHAM.—Lower Temple St. (Central 8411).  
MANCHESTER.—129, Deansgate. (Blackfriars 6677).

**M** AIDSTONE.—(Maidstone 3333).

**C**ANTERBURY.—(Canterbury 3252).

**W**ROTHAM Heath.—(Borough Green 4).

**R**OCHESTER.—(Chatham 2251).

**R**OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C1018/R]

**PRIVATELY** owned Minx.—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

**HILLMAN** Minx post-war urgently required.—6, Rodmorton Mews, W.1. [W2066]

**FULL** value paid for Hillman or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**XXX** H. F. Edwards offer immediate cash for good Hillman cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

**BIRMINGHAM** and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 182, Newhall St. Birmingham, and Lower Temple St. Birmingham, 2. [C0088/R]

**NOTTINGHAMSHIRE** distributors Humber Hillman always prepared to purchase first-class condition recent models Hillman saloons and coupes.—R. Cripps & Co. Ltd., Parliament St., Nottingham. Tel. 4653. [C0552/R]

## Hillman Spares and Service

**N**ORMAND, Ltd. FIRST-CLASS mechanics and highly efficient supervision produces the best results.

**N**ORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. [C0230]

**L**ONDON & COUNTIES MOTOR MART, Ltd. HILLMAN repair specialist (50 years) well-equipped works servicing rebores and complete overhauls; spare parts stocked.—79-91 New King's Rd., Fulham, S.W.6. Renown 1183. [C0678/R]

**B**ARKING.—Full stocks of spares and genuine service for Hillman owners come to Albion Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [C0438/R]

## HOTCHKISS

**GE** 1936 3½-litre 27hp Paris-Nice Hotchkiss, fitted superb coachbuilt 2-door 4-seater drop head coupe with 3-position hood, of most elegant sweeping lines, incorporating spacious luggage compartment in the swept tail, recollapsible two shades of burgundy red, fitted brand new tailored beige hood with best quality ivory white leather upholstery, polished fenders and felloes, just fully serviced throughout, new tyres, excellent battery, equipped telescopic steering, hydraulic brakes, Marchal lighting, flashing indicator lights, twin-tone horns, twin Marchal fog lights, etc., a really outstanding specimen; £275; written guarantee; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000]

**1935** 3½-litre 27hp Paris-Nice Hotchkiss, fitted superb coachbuilt 2-door 4-seater drop head coupe with 3-position hood, of most elegant sweeping lines, incorporating spacious luggage compartment in the swept tail, recollapsible two shades of burgundy red, fitted brand new tailored beige hood with best quality ivory white leather upholstery, polished fenders and felloes, just fully serviced throughout, new tyres, excellent battery, equipped telescopic steering, hydraulic brakes, Marchal lighting, flashing indicator lights, twin-tone horns, twin Marchal fog lights, etc., a really outstanding specimen; £275; written guarantee; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000]

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## HOTCHKISS

**PETER BANTOCK CAR SALES** offer:—  
**1939** Hotchkiss 10hp drop head coupe, a perfect specimen of this rare model, very fast but 30-35 mpg; £325.—104, High Rd., Chiswick 2725/5870. [C1014]

**A**CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3 offer:—  
**1950** Hotchkiss 3½-litre Paris-Nice saloon, finished black, grey leather, Cotal electric gearbox, superb condition; £375. [C1001]

**1939** Hotchkiss Paris-Nice sports saloon; £500.—John Gray, 20, Hermitage Lane, N.W.3. Speedwell 1242. [C2086]

**Hotchkiss Cars Wanted**—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

## H.R.G.

**H.R.G. ENGINEERING Co. Ltd.**, for makers' spares, repairs and service.—Oakroft Rd., Tolworth, Surbiton, Surrey. Elmbridge 4489. [C0370]

**H.R.G. Cars Wanted**—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for H.R.G.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**H.R.G. Spares and Service**—CHARLES FOLLETT, Ltd., have a large stock of spares. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

**SPARE** parts. SERVICE: Barnsdale Yard, off Egin Ave., W.9. Tel. Cunningham 5356-7-8. [C0394/R]

**HUDSON** 17hp Club coupe, new radio and heater, one owner; £255.—Value Cars, East Sheen 5109. Prospect 7520. [C1005]

**GUY ALFREDS & Co., Ltd.**—1946 Hudson 8 saloon, right-hand steering, elegant; 1939 Hudson 22 drop head four-seater.—6-7, Warren St., W.1. Euston 3263. [C1005]

**£185**—1940 Hudson 16.9 saloon, mouth organ front, steering column change, clean car; terms.—Autospin, 5, Balham High Rd., Balham 1509. [C1009]

**HUDSON Commodore**, imported U.S.A. 1950, turquoise blue, upholstered special blue hide including doors, silk/rayon covers beautiful lines, magnificent condition; £580 or exchange convertible or Riley Roadster.—280, Ewell Rd., Surbiton, Surrey. Elmbridge 9840. [C1572]

**£265**!!!!—Hudson 22 special 4; luxe 6-seater saloon with sunshine roof and luxurious leather upholstery, genuine specimen condition; if you see this you will realise you cannot buy better; really magnificent throughout; 3 months' guarantee; hire purchase; exchanges. LAMBS, Finchley Showrooms: 421/423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C0352]

**Hudson Spares and Service**—MANCHESTER.—Hudson spares and repairers

**A** FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19 Rus 2874-5. [C0861/R]

**MANCHESTER**—Distributors of Hudson cars; large stock of spares, repairs and overhauls.—Ardwick 4561-7. [C0516/R]

**WILLIAM ARNOLD, Ltd.**, Upper Brook St., Manchester. 13. [C0516/R]

**HUMBER** 1939 Humber 16 4-door de luxe saloon, finished immaculate gold lined black cellulose, chromium bright fittings, really clean beige leather upholstery, engine and independent front suspension just reconditioned, excellent brakes, near-new tyres, a really nice specimen; 225 guineas; written guarantee; hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Tel. 118. [C2000]

**GATEHOUSE** offer:—  
**1939** Humber Snipe saloon, leather, excellent condition; £195.—Gatehouse Motors, Ltd., Highgate Village London, N.6. Tel. Mountview 4444. [C2021]

**TOM GARNER, Ltd.**, offer:—  
**1953** Humber Hawk Mark V saloon, gun with red leather, heater, radio, 5,000 miles only; £585. [C2020]

**1952** Humber Super Snipe Mark III saloon, steel grey with red leather, 9,000 miles only; £375. [C2020]

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester. 2. Blackfriars 9265-6-7. [C2020]

**1951** Humber Hawk saloon. [C2020]

**1951** Humber Super Snipe saloon. [C2020]

**BOTH** cars are black and in excellent condition with many extras; £595.—Wessex Motors, Winchester 5555. [C2020]

**WARWICK WRIGHT, Ltd.**, offer:—  
**1953** Humber Hawk saloon, black, heater, 10,000 miles; £375. [C2020]

**1949** Humber Pullman 7-passenger limousine, an exceptionally well maintained one owner car, black 30,000 miles; £365. [C2020]

**1952** Humber Super Snipe, black, 11,000 miles; £375. [C2020]

**1951** (Oct.) Humber Hawk saloon, heater, satin bronze, 13,000 miles; £395. [C2020]

**1953** Humber Super Snipe touring limousine, black, radio and heater, 7,000 miles; £1,250 (excl.) Humber Super Snipe saloon, sapphire blue, radio and heater, 9,000 miles; £1,195. [C2020]

**1952** Humber Super Snipe saloon, black, heater, 16,000 miles; £345. [C2020]

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C0465]

**1952** Humber Super Snipe saloon, black, heater, 16,000 miles; £345. [C2020]

## HUMBER

**H. BEART & Co., Ltd.**, offer:—  
**1952** (May) Humber Super Snipe saloon, grey with grey upholstery, small mileage, the property of one owner since new, outstanding value at £735.—102, London Rd., Kingston-on-Thames. Tel. 3348. [C1081]

**GLANFIELD LAWRENCE** offer:—  
**1949** Humber Hawk saloon, black, one owner, 29,000 miles, heater, exceptional throughout; £495.—407, High Rd., N.12. Finchley 0091. [C2053]

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.** 100% Rootes Group dealers.

**IF** you are interested in the purchase of a used Humber, we offer only specimen cars at moderate prices. Our part exchange allowance prices are really fair and we wish to be helpful regarding finance facilities. We hold comprehensive stocks of Hawks, Snipes and Pullmans from 1950 to £1,350; trade enquiries welcomed.—809, Kenton Rd., Harrow. Wordsworth 7805. [C1009]

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.** 100% Rootes Group Dealers, offer:—  
**TWO** 1949 Humber Super Snipes; £475 each.

**MARLBOROUGH Works**, Kenton. Tel. Wordsworth 7805 (5 lines). [C1008-1]

**PHENIX MOTOR CO. (SURREY), Ltd.**, offer:—  
**1953** (August) Humber Hawk Mark V saloon, black, red leather upholstery, 3,000 miles only; this car is as new throughout, fitted loose covers; Ace Rim-bellishers and taxed to December, 1954; £655. [C3044]

**PHENIX MOTOR COMPANY (SURREY), Ltd.**, High St., Sutton, Surrey. Vigilant 1121. [C3044]

**HAWK**, '49, one owner, 29,000 miles; £475.—Valentine 4674 after 6. [C2018]

**HUMBER** 1939 21hp black saloon; £180; owner has new car.—Central 7545. [C4960]

**HUMBER Hawk**, May 1950, black, good condition, 19,000 only; £550.—Tel. Lab. 2402 after 6. [C5179]

**1949** (May) Humber Super Snipe saloon grey, one owner, total mileage 26,000, in excellent order throughout; £450. [C4778]

**LYNE, FRANK & WAGSTAFF**, 3-5, Crouch End Hill, N.8. Mountview 4401. [C2058]

**1951** Humber Hawk Mk. IV, 11,000 miles, blue, heater, first-class condition throughout; £600. [C4778]

**1951** 16hp Hawk, bronze, heater, one careful owner; £575.—Campbell Symonds, Wembley 6362. [C1037]

**1951** Hawk, 13,500 miles, one owner, regularly serviced, excellent condition, loose covers;—Gloane 4319, before 9.30. [C5016]

**1948** Humber Hawk saloon, one owner, clean.—Arlington Motor Co., Ltd., High Rd., Waltham Cross, Herts. Tel. W. X. 2760. [C3291]

**1951** Humber Hawk saloon, black with brown leather, well maintained; £550.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022/1]

**1947** Humber Bedanca, H. J. Mulliner body; £575.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

**1951** Humber Super Snipe, black, radio, 20,000 miles, superb condition; £635.—H. C. Paul, Ltd., 32, Bruton Place W.1. Mayfair 6821/2. [C3040]

**DIESEL** (Perkins P6) Super Snipe saloon, first registered November, 1952, mileage 10,000; £1,300.—Scottorn, Ltd., 175, Kingston Rd., New Malden, Surrey. [C4763]

**1950** Humber Super Snipe saloon, 25,000 miles, exceptional condition; £575.—Jacquier, Ltd., 225-7, Hammersmith Rd. W.6. Riverside 6977-8. [C2043]

**1950** Humber Super Snipe saloon, black with brown leather, chauffeur maintained; £550.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022/2]

**1939** Humber Super Snipe sport saloon, 11,000 miles, green leather, very nice condition; £195.—Silverthorne Motors Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011]

**1948** Humber Hawk 4-door de luxe saloon, 27,000 miles only, immaculate throughout; £435.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6977-8. [C2043/1]

**1951** (March) Humber Hawk saloon, blue, almost as new; £570.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [C3060]

**1946** (Nov.) Humber Hawk, black with brown leather, excellent condition throughout, bargain at £325.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [C5081]

**1952** Humber Super Snipe saloon, radio, heater, 9,000 mls.; £765.—British & Colonial Motors Ltd., 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

**HAWK** 1946/5, wireless, heater, one owner, absolutely perfect, coachwork unmarked; 2665, works overhauled, receipts £525.—Castle Bromwich Garage, Castle Bromwich. [C4786]

**HUMBER** 27hp Sedan de Ville by H. J. Mulliner (1947), dark blue with fawn interior, an outstanding car in excellent condition; £650.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022/2]

**1953** Humber Super Snipe saloon, gun with grey leather, heater, guaranteed mileage 10,215, very carefully used, in really good order; £1,125.—Herbert Robinson Ltd., Cambridge Rd. 4461. [C4975]

**£395**!! 1948 Humber Snipe 18hp de luxe saloon, speedometer reads 18,000 whole vehicle spotless and as new; also choice 1948 Hawk 14hp saloon; 3 months' guarantee, hire purchase, exchanges; £1,125.—L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

**1952** Humber Super Snipe saloon, black, heater, 16,000 miles; £345. [C2020]

**1952** Humber Super Snipe saloon, black, heater, 16,000 miles; £345. [C2020]

**1952** Humber Super Snipe saloon, black, heater, 16,000 miles; £345. [C2020]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUMBER

FOR sale, Humber Super Snipe new May, 1953, mileage 10,500, in excellent condition, seat covers and wireless set, wheel covers; £1,000.—Box 2666. [C1067]

J. DAVY, Ltd., offer:—Humber Hawk 1953, covers, heater, wing mirrors, H.M.V. radio, as new; £225; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641) and 215, Brompton Rd., S.W.3. (Ken. 1108).

1952 Humber Super Snipe saloon, grey with grey leather, heater, one owner only, 16,000 miles, immaculate condition; £750.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [C1069]

1952 (Aug.) Humber Super Snipe, exceptional condition, one owner, fitted heater and loose covers, quite unblemished, genuine bargain, £695;—A.Z. Motors, Palmerston Rd., N.W.6. [C1011]

1952 (August) Humber Super Snipe, black, heater, covers, one owner, low mileage, spare unused, perfect car; £735; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. [C1016]

CAMDEN MOTORS for Humber Super Snipe drop head coupe, 1950, one of the very scarce Tickford drop heads on the Super Snipe chassis; originally cost a fraction under £2,000; an immaculate specimen with unblemished condition. [C1016]

CAMDEN MOTORS for Humber Super Snipe saloon, 1950, attractive beige finish with red leather interior, fitted built-in heater, seat covers, etc.; most attractively priced at £495. [C1016]

CAMDEN MOTORS for Humber Super Snipe, the largest selection in the country, over 60 in stock including many Humber Super Snipes, see our advert. under Limousine Classified Section. [C1016]

CAMDEN MOTORS for Humber Super Snipe, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1016]

SEPT. 1952 Humber Super Snipe, gunmetal, with grey upholstery, heater, radio, fog and drive lamps, screen washer, etc.; one owner only, sold and serviced by us since new; £735 or near offer.—Cook's Garage, 53, St. John's Rd., Woking, Surrey. [C1016]

£350—1947 Super Snipe, new engine, bodywork unmarked, carefully maintained, black with brown leather upholstery, terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2681. [C1016]

465 gns.—Humber Super Snipe, 1949 saloon, sliding head, leather, radio, heater, good tyres, excellent condition; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). [C1016]

A&S Limousine Specialists—offer unique range selected low mileage carriages—mechanical guarantee certificate. [C1016]

LIMOUSINE, modern 24hp, partition, magnificent 2 specimens, forward occasional, leather throughout, genuine mileage 11,000, 1952 condition, privately owned, delightful condition. [C1016]

LIMOUSINE, 1947, tinted edgewood Pullman, partition, forward occasional, black, meticulously maintained, reasonable mileage, private. [C1016]

LIMOUSINE, extensive range 1949/50, partition, forward occasional, leather also cloth upholstery, radio, heater, reasonable mileages, certified mechanically, selection—£225. [C1016]

LIMOUSINES 1951/52 Pullman also Imperials, forward occasional, leather cloth, heater, radio, genuine low mileage, 7,000, selected carriages, meticulously maintained, details list posted.—Alpe & Saunders Limited, Providence Court, North Audley Street, Mayfair 2941. [C1016]

## Humber Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Humber cars—320, Euston Rd. N.W.1. Euston 1212. [C1072 R]

R. ROOTES, Ltd., [C1072 R]

D. REQUIRE modern low-mileage Humber cars [C1072 R]

B. BIRMINGHAM.—Lower Temple St. (Central 8411.) [C1072 R]

R. ROCHESTER.—(Chatham 131.) [C1072 R]

W. ROTHAM Heath.—(Borough Green 4.) [C1072 R]

M. MAIDSTONE.—(Maidstone 3333) [C1072 R]

M. MANCHESTER.—129, Deansgate (Blackfriars 6677.) [C1072 R]

C. CANTERBURY.—(Canterbury 3252.) [C1072 R]

R. ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C1016/R]

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W. Ham 6041. [C1016/R]

P. PRIVATELY owned Hawk—5, Bine Court, Kingston Hill, Surrey, Tulse Hill 2768. [C1016/R]

P. PULLMAN limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax Tel. 4251. [C1030/R]

1949-1951 Humber Hawk wanted, low mileage, no dealers.—Chapman, 6, Green Park, Cambridge. [C1016]

XXX H. F. Edwards offer immediate cash for good Humber cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [C10203]

B. BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. [C1006/R]

C. CRIPPS of Nottingham, urgently require all types of Humber cars, recent models; send full particulars. R. Cripps & Co., Ltd. The Humber Distributors, Parliament St., Nottingham. Tel. 46391. [C1053 R]

## Humber Cars Wanted

7-PASSENGER 1946/48/50 52 Limousines and Imperial Saloons, also private 1953 39 Limousines required immediately, cash waiting. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

## Humber Spares and Service

THE Humber Specialists for all spares.—Ring Up Lamps 3637. See advt. under Parts & Accessories. [C1036/R]

## INVICTA

1949 Invicta Black Prince drop head, maroon and cream, 4-seater, engine just reconditioned at cost of nearly £200; £750, sell or exchange.—Richardson, Whitwell, 250, nr. Worksop. [C1067]

## JAGUAR

HENLYS, Ltd., [C1011]

ENGLAND'S Largest Jaguar Distributors. [C1011]

SELECTION of all models at attractive prices. [C1011]

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.) [C1011]

HENLY House, 385, Euston Rd., N.W.1 (Euston 4444.) [C1011]

DEPOTS at:— [C1011]

MANCHESTER (Blackfriars 7645) [C1011]

BRISTOL (Bristol 21326.) [C1011]

BOURNEMOUTH (Bournemouth 6314.) [C1011]

NORTHAMPTON (Northampton 907.) [C1011]

CAMBERLEY (Camberley 77.) [C1011]

HOUNSLOW (Hounslow 3454.) [C1011]

FINCHLEY (Finchley 0081.) [C1011]

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station. [C1011]

CAMDEN TOWN SERVICE STATION (Guliver 4141.) [C1011]

HENLYS, Ltd., England's Leading Motor Agents. [C1027/R]

DICKS [C1027/R]

1947 Jaguar 1½-litre saloon, special equipment; model, fitted discs, £490. [C1072]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

A. CRES offer:— [C1072]

1947 Jaguar 3½-litre saloon, heater, radio, many extras, beautifully kept, indistinguishable from new; £395. [C1002A]

A. CRES AUTOS, Ltd., 156-158, Streatham Hill, London, S.W.2. Tulse Hill 1909. [C1002A]

CAR MART, Ltd. [C1039]

1949 Jaguar 3½-litre Mark V saloon; £695.—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1039]

RAYMOND WAY. [C1039]

RAYMOND WAY, the hire-purchase specialists. [C1039]

1938 Jaguar 3½-litre saloon, finished in British racing green, coachwork and interior in immaculate condition, very fast; 259gns. [C1041]

HIRE purchase terms on the spot with no references, no formalities or guarantees; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. [C1041]

RAYMOND WAY, Canterbury Road, Kilburn, N.W.6. Maida Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C1041]

SLOCUMBS, Ltd. [C1041]

XK120 1950, December, grey with red upholstery, 10,000 miles, a very well maintained example in perfectly standard trim, A.A. or R.A.C. inspection welcomed, part exchanges, terms, £395. [C1041]

TOM GARNER, Ltd., offer:— [C1041]

1953-4 Jaguar XK120 convertible, grey with red leather, radio, etc.; 1,500 miles only; £1,385. [C1041]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C1041]

B. J. HUNTER, Ltd., offer:— [C1041]

1950 Jaguar 3½-litre Mark V saloon, fast and attractive car; £725. [C1041]

J. HUNTER, Ltd., 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6305. [C1041]

PHILIP RICKARDS, Ltd., offer:— [C1041]

1953 Jaguar Mark VII saloon, grey, radio, seat covers, 7,000 miles; part exchanges, deferred terms.—A. Brick St., Park Lane London, W.1. Grosvenor 4772-3. [C1051]

HAROLD SIMONS, Ltd., offer:— [C1051]

1950 Jaguar Mark V saloon, one owner, grey, brown hide, heater, twin spot lights, a special car in excellent mechanical condition; £745.—Below. [C1051]

1947 Jaguar 1½-litre saloon, black, fawn leather, sun roof, twin Windstone horns and unblemished appearance, mechanically sound; £465; 3 months' written guarantee; free service after sale; exchanges, deferred trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 0032-55. [C10405]

WARWICK WRIGHT, Ltd., offer:— [C10405]

1953 Jaguar Mark VII saloon, black, heater, 2,000 miles; £1,475. [C10405]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9767. [C10405]

## JAGUAR

RICHARDS & CARR, always best value. [C10405]

XK120 1953 drop head coupe, low mileage, as new; £1,495. [C10405]

XK120 1951 model, modifications include high axle, stiff suspension, heater, Ace Rim bellshells; £675. [C10405]

XK120 1951, 23,000 miles recorded, unmodified, untraced; £965. [C10405]

35 Kimmerton St., London, S.W.1. Sloane 5434. [C10405]

1948 Jaguar 3½-litre coupe, as new; £585. [C10405]

1947 (1948 mod) Jaguar 1½-litre saloon, black; £495. [C10405]

GORDON CARS (LONDON), Ltd., 373, Euston Rd., London, N.W.1. Eus. 6611. [C10205]

GUY SALMON AUTOMOBILES, offer:— [C10405]

1953 (June) Jaguar XK120 sports 2-seater, twin exhaust pipes, H.M.V. radio, grey/red leather, total mileage, 1,500, positively indistinguishable from new; £1,595. [C10405]

1952 Jaguar Mark VII saloon, 7,000 miles, only from new; this car has been specially finished in black with blue lower half and red leather upholstery, fitted latest type H.M.V. radio and Ace rimbellshells and is in superb and immaculate condition; £1,275.—Portsmouth Rd., Thames Ditton, Esher 5581-2-3. [C10401]

COOMBS & SONS (GUILDFORD), Ltd., offer:— [C10401]

1952 Jaguar Mark VII, black with brown leather, radio, one owner, 18,000 miles; £1,125. [C10401]

1951 Jaguar XK120 2-seater, full racing modifications; £995. [C10401]

1950 Jaguar XK120, black with beige leather, total mileage 27,000 in exceptionally good condition throughout; £925. [C10401]

1950 Jaguar XK120, black with beige leather, mileage 21,000, in excellent condition; £950. [C10401]

1947 Jaguar 3½-litre saloon, black with brown leather; £400. [C10401]

1947 Jaguar 1½-litre, black/beige leather, discs, heater; £425. [C10401]

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

W. J. BROWN, Ltd., Established over 30 years. [C1057]

1953 Jaguar Mk. VII saloon, grey, red leather, heater, one owner, 11,000 miles; £1,495. [C1025]

339 Finchley Rd., N.W.3. Hampstead 4414. [C1025]

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:— [C1001]

1951 many extras, new tyres, excellent condition throughout; £895. [C1001]

1951 Jaguar XK120, ivory, brown leather, excellent condition; £675. [C1001]

TICKFORD, Ltd., 4, Upper St. Martin's Lane, W.C.2. Temple Bar 3359. [C1001]

BEARDS OF KINGSTON, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3348. [C1001/R]

£295—1959 Jaguar 1½-litre drop head coupe, good sound condition throughout and rare vehicle.—Below. [C1001/R]

£525—1948 Jaguar 1½ de luxe saloon, most magnificent and beautiful condition throughout. [C1001/R]

£245—Jaguar 2½-litre de luxe saloon, modern looking vehicle with magnificent performance, similar to post-war vehicle costing £600, no one looking at this vehicle would believe it only costs £245; choice also 3 other from £225 to £295, 3 months guarantee; hire purchase, exchanges. [C1001/R]

LAMB, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221 (East Finchley Underground). [C1001/R]

1938 3½-litre SS100, red, 3,000 miles since complete overhaul, superb condition, bargain, £450.—Tel. Pad. 9476. [C1001/R]

1950 Jaguar 3½-litre; £675.—Clayton's Cars (London) Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 3228 (5 lines). [C1050]

1951 Jaguar Mk. V 3½-litre, black, red leather, radio and heater and screenwashers, recorded mileage 16,000; £325. [C1050]

COX'S MOTORS (LEICESTER), Ltd., 11-15, Conduit St., Leicester, Tel. 60519. [C1069]

CAMDEN MOTORS for Jaguars.—1½-litre 14hp saloon, 1939, metallic grey with blue leather, fitted discs, passlights and windtones, mood order; £295. [C1069]

CAMDEN MOTORS for Jaguars.—1½-litre drop head four-door coupe, 1953, grey/red leather, coachwork recollared recently, smart serviceable car; £295. [C1069]

CAMDEN MOTORS for Jaguars.—1½-litre saloon, 1949, one owner, completely original condition, serviced throughout by main Jaguar distributors; £495. [C1069]

CAMDEN MOTORS for Jaguars.—2½-litre saloon, Oct. 1937, attractive modern looking car with excellent road performance; £169; also an earlier S.S. Jaguar at £95. [C1069]

CAMDEN MOTORS for Jaguars.—2½-litre drop head four-door coupe, 1939, fitted new hood and tyres September 1953, outstanding performance; £275. [C1069]

CAMDEN MOTORS for Jaguars.—2½-litre saloon, 1947 series, full special equipment, with heater and discs, mileage 10,000; £395. [C1069]

CAMDEN MOTORS for Jaguars.—Mark V 3½-litre saloon, 1950, fitted radio, heater and discs, superbly maintained by one owner; £665. [C1069]

CAMDEN MOTORS for Jaguars.—Mark V 3½-litre saloon, June, 1949, another one owner car with all extras, mechanically sound; £645. [C1069]

CAMDEN MOTORS for Jaguars.—Mark VII saloons, 1953 and 1952, two of each year in stock, both low mileage models. [C1069]

CAMDEN MOTORS for Jaguars.—3½-litre drop head four-door coupe, 1949, fitted special leather hood, radio, disc, very good order; £495. [C1069]

CAMDEN MOTORS for Jaguars.—3½-litre saloon, 1947, fitted replacement engine by Jaguars just 12 months ago, 8,000 miles only; £395. [C1069]

CAMDEN MOTORS, the Jaguar specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1065]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JAGUAR

**BROOKLANDS:** Individuality, new and used cars.

**1952** Jaguar XK120 open 2-seater, special works modifications, cost £2,200; price £1,275. **BUY** or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

**XK120** 2-seater, special equipment, B.R.G. grey upholstery, mileage 980—Furgie Bushey Heath, Herts 1985. [C2017]

**CASS'S MOTOR MART:**—1948 Jaguar 1½ S.E. saloon, black, unblemished, £525, written guarantee.—5, Warren St., W.1. Euston 4110 [C1040]

**1952** Jaguar Mark VII, gunmetal/red upholstery, 7,500 miles, radio, really smart car; £1,175.—Beaumont Garages, Enfield 4181. [C4998]

**1947** model Jaguar 1½-litre, black and red, one careful owner since new; £375.—Imperial Motor Mart, Chesham 2025. [C4981]

**1949** Jaguar Mark V superb condition; £625.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey Tel. Molesey 6199. [C3037]

**1953** M. VIII saloon, black/brown leather, heater, loose covers to front seats, 3,500 miles; £1,495.—J. Frieke, Ltd. Park 5077. [C2016]

**395** gns.—Jaguar 1947 3½-litre saloon, sliding head, leather, heater, excellent condition, terms, exchanges.—Rowland Smith, below.

**165** gns.—Jaguar 1936 2½-litre saloon, sliding head, leather, very good condition; terms, exchanges; last, open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**1951** XK120, all modifications, in excellent condition throughout; £875.—Louis & Co., 56, Lancaster Mews, London, W.2. Paddington 9196. [C2069]

**£395**—1947 2½-litre Jaguar saloon, black, brown leather, perfect throughout.—Burkett Motors, Ltd., 121, Barking Rd., East Ham. Grangeview 4314. [C5111]

**1952** (Sept.) Jaguar Mark VII 4-door saloon, small mileage; £1,225.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Bus. 2974-5. [C5139]

**MARK VII** Jaguar, 1952, grey/red upholstery, radio, well maintained car, owner waiting delivery of new car; £1,150.—H. F. Smith, Enfield 7256, after 6 p.m. [C4989]

**1946** Jaguar 1½-litre, splendid mechanical condition, immaculate appearance; £375; guaranteed.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26, Sydenham 6129. [C2068/1]

**1949** Jaguar Mark V 3½-litre, gunmetal grey, mileage 50,000, the property of an industrial company; offers are invited for the above.—To view please write Box 2616. [C4930]

**£475**—1947 Jaguar 3½-litre special equipment saloon, machine a trial invited; terms, exchanges.—Tyrnvor Motors, 135, High St. South, East Ham. Grangeview 2530. [C4032]

**JUNE** 1951 standard XK Jaguar, perfect condition throughout, small mileage, never raced.—Tel. Dover 1357 after 6 p.m., or Dover 309 between 10 a.m. and 6 p.m., or apply Box 2619. [C4931]

**ROSE & YOUNG, Ltd.** offer 1951 XK120, low mileage, immaculate condition, ivory, £535.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. HILL 6464. [C3057]

**BEFORE** purchasing a used Jaguar kindly communicate with Chapman Cars, Ltd., Leaden Rd., W.1. Bay. 2949. The Jaguar specialists; three free service vouchers with every Jaguar we sell. [C1042/1]

**1949** (October) Jaguar Mark V 2½-litre saloon in green, fitted heater, a low mileage car in faultless condition, new tyres (just fitted); £675.—P. Dove, Ltd., Guildford Rd., Woking, Tel. 1201. [C1016]

**1946** (Nov.) 3½-litre Jaguar saloon, gunmetal, red leather, mechanically perfect, coachwork exceptionally good condition, new engine; £400.—Beardmore, 26 Queensway, W.2. Bayswater 0136. [C1015]

**1948** (Oct.) 1½-litre Jaguar saloon, definitely as brand new, black, red leather, radio, heater, air conditioning, etc., Ace wheel discs, overmats; must be seen to be appreciated; £625 o.n.o.—Paddington 2005. [C1042]

**JAGUAR** 1½-litre saloon, 1957; nearly new tyres and battery, external appearance as new; most exceptional condition for its year; £235; terms and exchanges.—Oscar Moore, 204, Ballard Lane, N.3. Finchley 2920. [C5146]

**1939** model 3½-litre Jaguar, £100 engine overhaul, completely reconditioned; this car is equal in every way to any 1948 model, guaranteed; inspection invited; £285.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26, Sydenham 6129. [C2068]

**1953** (July) Jaguar Mark VII saloon, 5,900 miles, grey with red leather, radio with extra speaker in rear of car, twin exhaust pipes, inspection lamp, taxed for 1954, indistinguishable from new; £1,425.—E. D. Cadage & Co., Jaguar Agents, Ipswich. [C5099]

**1952** (Aug.) Mark VII Jaguar saloon, extras include H.M.V. radio, screen washers, seat covers, twilight blue with light blue, 11,000 miles, lovely car that looks and runs as new, cost nearly £1,300, sacrifice at £1,195.—73, Scholes Park Rd., Scarborough, Tel. 1509. [C5055]

**1947** Jaguar 3½-litre de luxe saloon, fitted wire-less, heater, speedo, reading 24,000 which coincides with the condition of the car which is immaculate throughout; £450; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford Midx. Tel. 2960. [C2035]

**1952** Mk. VII Jaguar, colour grey, under 12,000 miles, resprayed and all latest engine modifications fitted in December, 1953, this car is the property of a large engineering company and has only been used by one of the directors, the exterior and interior condition is absolutely immaculate, offers are invited.—To view please write Box 2681. [C1515]

## Jaguar Cars Wanted

**C M** THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0873/R]

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**C** COOMBS & SONS (GUILDFORD), Ltd. URGENTLY wanted good condition post-war Jaguar cars, offers appreciated.—Portsmouth Rd., Guildford, Tel. 62507. [0234/R]

**S** SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. MAIN dealers urgently require modern Jaguar cars.—Tel. Palmers Green 3531-2-3. [W4002/R]

**XK120** wanted in good condition for cash.—Valentine 4674 after 6 p.m. [W2018]

**M** MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 9000, Seven Sisters Rd., Tottenham, N.15. [0180/R]

**J** JAGUAR Mark V or Mark VII wanted, no dealers.—Herbert Robinson, Ltd., Cambridge 4461. [5101]

**B** BARTLETT will pay more for good XK120—278, Fenbridge Villas, W.11. Bayswater 0523. [W1013]

**P** PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Baling 5841. [W3041]

**R** RICHARDS & KERR buy XK120, Mark V and Mark VII.—35, Kinnerton St., London, S.W.1. Sloane 5424. [W3045]

**F** FULL value paid for Jaguar or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

**L** LONDON CARS urgently require 1946-49, 1½-litre saloons.—592-6, Greenford Rd., Greenford, Middx. Wuxlow 2643. [W4057]

**D** DON'T hesitate; offer your Jaguar or SS to the Jaguar specialists.—Chepstow Garages, Ltd., Ledbury Rd., W.11. Bay. 2949. [W1002]

**R** P. POWELL MOTORS, Ltd., East London area dealers, buy used Jaguar cars required.—501, Romford Rd., Forest Gate, E.7. Maryland 4618. [0343/R]

**XXX** H. F. Edwards offer immediate cash for good Jaguar cars.—Details, please, to 200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

## Jaguar Spares and Service

**H** HENLYS, Ltd. ENGLAND'S Largest Jaguar Service Station. Great West Rd., Brentford. (Ealing 3477.)

**S** SPARES and replacement engines for all models from 1935. AND at Manchester, Cheetham Hill Rd., Deansgate 6216-7. [C4032]

**Q** QUICK completion of repairs. [0563/R]

**S** SAUL & SLATTER, Ltd., 44-46 Aldermans Hill, N.13. FULL stock of spares, Jaguar repairs and maintenance service station. Green Lane 4618. [W4002/R]

**P** PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough. Tel. 2221. [0430/R]

**R** P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4618. [0435/R]

**L** LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Baling 3400. [0528/R]

**L** LANCASHIRE specialised sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4080, Deansgate, Manchester. Tel. Deansgate 4507. [0591/R]

**W** WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley, Arnold 1154-5. [0719/R]

## JEEP

**J** JEeps, private or commercial, all spares, return post.—Wick Autos Hampton Wick, Kin. 4718. [0820/R]

**J** JEeps—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies utilities; 24-hour service.—Parkers, Ltd., Mersbury W.4. Chiswick 3013/0621. [0241/R]

**£120** buys a special bargain.—See Metamex, famous for 12 conversions.—98B, Belzisa Lane, N.W.3. Hampstead 8231. [0527/R]

**J** JEeps!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester. Tel. Winchester 4354. [C1010]

**R** REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken over, exchange; R.P. terms available.—Manell & Fisher (see Jeep Spares below). [C3066]

**125** gns.—Jeep (Ford), registered July, 1953, hood and sidescrims, trafficators, spare wheel, very good condition; terms, exchanges; let; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**U** NIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spares, home and export, all stock; stocked; exchange plan engine, gear box, water pump, etc. new hoods, basket seats, brake linings etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0353/R]

## Jeeps Wanted

**R** ROWLAND SMITH'S, The Car Buyers.—Highest cash price for Jeep.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

## Jeep spares and service

**J** EEP Service Station overhauls, repairs, all Jeep spares available, exchange plan all units.—Manell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 3725, 4735, 4739. [C3066]

## JENSEN

**B** ROOKLANDS: Individuality, new and used cars. NEW Jensen Interceptor for early delivery; particulars available on "541". **BUY** or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

## JOWETT

**W** WELBECK MOTORS, Ltd., for the largest Jowett agents in the country; this week we spotlight from our stock 3 superb 1953 examples; none of these cars has been privately owned; they have all been used as demonstrators either by ourselves or by other Jowett agents.

**1953** Javelin de luxe, in grey with red hide, 6,000 miles, twin speaker H.M.V. radio, Ace Rimbblers and many other extras, indistinguishable from new; £795.

**1953** Javelin de luxe, in grey with red hide, 14,000 miles, H.M.V. radio; £755; not quite so attractive as example above.

**1953** Javelin de luxe, in green with beige hide, 2,000 miles, identical to new; £755.

**1948** Bradford utility, 4 bucket seats, new engine, brakes relined, recoloured, really beautiful; £215.

If you are thinking of buying any Jowett (or thinking of selling a Jowett) first get in touch with Welbeck Motors, recognised specialists in the marque; we are always happy to advise any Jowett owner without the slightest charge or obligation.

**WELBECK MOTORS, Ltd.**, 107, Crawford St., London, W.1 (near Baker St. Station), Welbeck 3991 (8 lines). [C3049]

**C** CAR MART, Ltd. **1952** Jowett Javelin saloon, radio, heater; £645.—Car Mart, Ltd., 520, Euston Rd., E.1. [C1039]

**C** COACHCRAFT offer:—**£405** (June) 1949 Javelin saloon (de luxe model); one local private owner, superbly maintained, full history available, in spotless condition; £225 and crank engine; an extremely well-kept car and not in need of overhaul or replacements of any kind, 3 months' mechanical guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. [C1053]

**C** CLARKES OF PIRBRIGHT. The Jowett centre of the south, offer:—**1950** Javelin de luxe saloon, one owner; £525. **1950** New Javelin available from stock.

**C** CLARKES OF PIRBRIGHT, Pirbright, Surrey, Tel. Brookwood 2201. [C1049]

**C** COLLIVER-FISHER, Ltd., offer:—**A** N outstanding specimen, 1952 Javelin de luxe, H.M.V. radio, heater and accessories, excellent condition throughout; £245.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4009]

**D** J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—**1949** Jowett Javelin saloon, one owner, fitted H.M.V. radio, heater and accessories, excellent condition throughout; £245.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. [C4009]

**A** CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—**1949** Jowett Javelin saloon, finished sand, red leather, radio, low mileage, excellent condition throughout; £465. [C1001]

**1938** Jowett 8 de luxe saloon, black; £175.—Buntings Motor Exchange, Harrow, Tel. 6225-6. [5076]

**1950** Jowett Javelin de luxe saloon, grey with beige leather upholstery, heater, indistinguishable from new; £495.

**M** MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

**G** GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.

**G** GODFREYS, Ltd., 228, 234, London Rd., Craydon, Cro. 8641-2, 206, Gt. Portland St., W.1. Bus. 4632-4; Bushwood Corner, Leytonstone, E.11. Wan. 5101-8. [0463/R]

**1953** Jowett Javelin saloon, mileage only 2,000, as new.—Vintage Engineering Co., Ltd., Jowett Agents, Market Deeping, Peterborough. [4554]

**1953** (June) Jowett Javelin de luxe, gold, red leather, carefully used; £735.—G. Maclean, Kingston, Bapsizze, Berks. Longworth 25. [489C]

**1952** Javelin (standard), 30,000, immaculate, sale, exchange sports or roadster.—Ward, 233, Horbury Rd., Wakefield. Tel. 4107. [5052]

**1949** Javelin de luxe, heater, spotlamps, quite exceptional; £445.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. [C3045]

**1952** series Javelin de luxe saloon, superb condition; £595.—Autowork, Ltd., Winchester, Tel. 4834. [C1010]

**1951** Javelin de luxe, works overhauled £180, recoloured, purchaser must be prepared to run car in, inspection invited.—Offers to Keystone 4663. [4929]

**£465**—1949 Jowett Javelin saloon, blue with beige leather, one owner from new, fitted heater, recently fitted new engine, in very good all-round condition.

**D** ENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## JOWETT

1950 Javelin de Luxe saloon, in superb condition, guaranteed. £250.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames. Tel. Kingston 2241. (C4033)

JACK ROSE, Ltd., offer: 1952 Jowett Javelin, black, one careful owner, almost unmarked inside and out. £550.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

1952 (October) Jowett Javelin de Luxe, dark green, beige leather, one owner, 8,000 miles, radio, heater, spot light, £670.—Lansdowne Garage, East St., Leicester. Tel. Granby 966-7. (C4034)

1953 Jowett Javelin saloon, black, delivery mileage only, new condition throughout. £795.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.16. (C4035)

1950 Jowett Javelin de Luxe saloon, black, brown leather heater, new type engine fitted, one owner, excellent condition and tyres, £445.—Vandeyne 4939 or 2975 (London), 10 to 6. (S103)

1949 Jowett Javelin saloon in golden sand, red leather upholstery, radio and heater, small mileage, exceptional car, £425; consider part exchange. —14, Offington Gdns., Worthing. Svanedan 849. (C4032)

JOWETT Javelin, Jupiter and Bradford.—Full range of new and guaranteed used models on view at Jowett Sales, Ltd., 9, Russell Parade, Colders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). Gordon Cars (London), Ltd., the London distributors. (C134)

1950 Javelin saloon, we have just received this car in black, the interior is fitted with loose covers, the appearance is without doubt equal to new, the tyres are excellent, we have cleaned and resprayed the underchassis with Rubbersol and filled radiator with Bluecol anti-freeze, fitted heater, the mechanical condition is excellent and the performance is superb. £490; also similar model to above, 1949, £425. MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3000)

## Jowett Cars Wanted

C THE CAR MART, Ltd., wish to purchase Jowett cars —320, Euston Rd., N.W.1. Euston 1212. (0874/R)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 3991. Largest Jowett stockists in the country, would very much like to buy your Javelin or Jupiter if it is quite perfect and exceptional for its year. (W4049)

D DICKS the Jowett agents.

FOR immediate purchase of your Jowett.

D DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6889-9. (W1072)

JAVELIN and Jupiter wanted.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Sloane 5424. (W3045)

JOWETT Javelin saloon required, in good condition, in part exchange for the new Simca Aronde, the saloon car with sports car performance. FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

## Jowett Spares and Service

F FAIRMAN & SONS, Ltd., East Surrey distributors.

C COMPLETE spares for Javelins and Bradfords, always in stock, specialised repairs, tuning and service; new Javelin in stock.—Horley, Surrey. Tel. Horley 12. (0861/R)

C COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middlesex. 777 (4 lines). (0009/R)

R RIMMINGHAM agents; large stock of spares.—Frank Mossley (A. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. (0549)

K KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park and 64, Eden St., Kingston. Kin. 2241-2. (S4035/R)

B BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Sonnersfield Lane, Harrow. Tel. 6225-6. (0073/R)

A V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents, over 28 years' Jowett experience, spares and service. (0759/R)

## KAISER

1952/3 Kaiser Henry J. Corsair saloon, demonstration model, low mileage and in superb condition; 2-litre engine, magnificent American style performance; fitted heater, loose covers, winking lights, etc., maker's guarantee; cost new £1,600; choice of two: black with red upholstery, £250; green with maroon loose covers, £255.—Steele Griffiths, Ltd. (Sole Concessionaires), London, S.E.5. Rod. 2201. (4914)

## LAGONDA

L F WARD, Ltd.

1935 Lagonda LG45 pillarless saloon, black, brown leather, 2-litre engine, magnificent American style performance; fitted heater, loose covers, winking lights, etc., maker's guarantee; cost new £1,600; choice of two: black with red upholstery, £250; green with maroon loose covers, £255.—Steele Griffiths, Ltd. (Sole Concessionaires), London, S.E.5. Rod. 2201. (4914)

1935 Lagonda 4½-litre Rapide saloon: £225; seen London.—Tel. Froisher 5346. (S0487)

1935 4½-litre Lagonda, mechanically sound, bodywork good, work seeing.—Ent. 6366. (4877)

A CLAND & TABOR, Ltd., Weyers By-Pass, Herts, Welwyn. Tel. 21-3, offer: 1935 2½-litre Lagonda saloon, finished maroon, beige leather, radio, heater, immaculate condition. £1,350. (C1001)

## LAGONDA

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) 1935 4½-litre 4-seater drop head coupe, splendid mechanical and coachwork condition. (C4033)

1938 4½-litre LG6, independent front suspension in course of preparation available on request; any several extras. (C1009)

1940 V.12 2-door 4-5 seater saloon, specialist coachwork of outstandingly fine line and built only this year regardless of cost; engine and chassis completely overhauled, many extras. (C4034)

FURTHER particulars of these and other models now in stock in part exchange. WE shall be pleased to send a fully qualified engineer to test your car and discuss minor or major overhauls. (C1009)

DAVIES MOTORS, Ltd., 273, London Rd., Staines, Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. (C1009)

B BROOKLANDS: Lagonda distributors; latest 1954 models on show and for demonstrations. 1952 Lagonda saloon, 13,800 miles, passed by makers. (C4034)

1951 Lagonda D.H. coupe, one owner, excellent. (C1009)

1950 Lagonda saloon, small mileage, radio. BUY or sell your car at 103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

1953 Lagonda 2.6-litre drop head foursome, radio, 12,000 miles, virtually as new. £1,895. GORDON CARS (LONDON), Ltd., 375, Euston Rd., London, N.W.1. Eus. 6611. (C2068)

PERFORMANCE CARS, a good selection, always available, written guarantee.—See under "Sports Cars." (S041/R)

1940 L.G.6 drop head coupe, immaculate condition.—Barton, The Hollies, Sandway, Cheshire. Tel. Sandway 3292. (4872)

LAGONDA 1950 2½-litre sports saloon, black with red upholstery, 24,000 miles, late property of managing director who has purchased a new Bentley sports saloon; bargain at £1,190. (C4034)

A SHMORE'S, Ltd., Roebuck Lane, West Bromwich 0766. (4954)

1950 (August) Lagonda 2½-litre saloon, black, beige, radio, heater, fog and spot lamp, etc., £1,045; trade and part exchange enquiries invited.—G. F. Moray, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4468. (C3016)

L LAGONDA 1935 sports 4½-litre saloon, maintained by well-known engineer, absolutely perfect condition throughout and in every respect, taxed, open to any inspection; £265.—Willis & Partners (Lymington), Ltd., Lymington 672. (4913)

295s.—Lagonda Rapier 1935 model 10hp twin one foursome drop head coupe, very carefully used, excellent condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

## Lagonda Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lagonda.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

PERFORMANCE CARS urgently require Lagondas.—Great West Rd., Brentford, Middlesex. Ealing 6541. (W5041)

BARTLETT will pay more for good post-war Lagonda.—27a, Pembridge Villas, W.11. Bayswater 0523. (W1013)

## Lagonda Spares and Service

DAVIES MOTORS, Ltd.—See our display advertisement on page 63 (Edit.). (S1080)

## LANCHESTER

STRATSTONE, Ltd., Lanchester distributors. LANCHESTER 14hp saloon (1933), grey with blue leather upholstery, 12,000 miles, passed by makers. (W4018/R)

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). SERVICE, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). (C4022)

1939 Lanchester 14 saloon, nice condition; £195.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. (C4062)

LANCHESTER 10hp 4-door saloon, blue, chassis major overhaul, coachwork cellulosed; in every way indistinguishable from new; £555.—Fuggle, Bushey Heath, Herts. 1895. (C4017)

225s.—Lanchester 14 1939 model Roadrider de Luxe saloon, sliding head, leather, manual gear change, I.F.S., good condition; terms, exchanges.—Rowland Smith, below. (C4018)

165s.—Lanchester 14 1938 Roadrider de Luxe saloon, sliding head, leather, preselector, I.F.S.; choice of 4 Roadriders; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

LANCHESTER 10hp 1931 saloon, mileage 17,122, one owner, elderly lady, car condition as new, heater and radio installed, black paintwork with tan upholstery; £700.—Schonfeld, 61, North Park Drive, Blackpool. (5023)

## Lanchester Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

WANTED. Lanchester 1933 model, must be very small mileage and immaculate.—C. R. Foster, 212, Cardigan Rd., Leeds, 6. (4963)

LANCHESTER SPARES AND SERVICE A RCOT ENGINEERING, Ltd.—Presorted gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (0297/R)

C CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—33, derminster Rd., Croydon 5775. (0689)

A ALLEN'S, Victoria Rise, Clapham, S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. (0462)

## LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia. WE only offer the best examples, several of which are now available. (C4035)

FULL details of current stock on request. EXCHANGES, deferred terms. 173, Westbourne Grove, W.11. Bay. 4274. (C4035)

£395.—Lancia Aprilia, 1938, particularly good appearance, excellent performance and road holding; many others. (C1017)

B don, W.11. Park 5066-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)

1938 Lancia Aprilia saloon, nice condition; £375.—Jacquer, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043)

A PRILIA Lancia, recollided, complete mechanical overhaul, specimen; £545.—Richards & Carr, 25, Kinnerton St., London, S.W.1. Sloane 5424. (C3045)

BARTLETT.—Lancia Aprilia, registered Dec., 1939, exceptionally smart, £550.—27a, Pembridge Villas, W.11. Bayswater 0523. (C1013)

L LANCIA Aprilia, 1937, metallic grey, 1939 wheels, new tyres, recent £140 overhaul, a good specimen; £395.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. Hindhead 663. (L2061)

1935 Astura saloon, fitted with heater, engine revolved, brakes and clutch relined by concessionaires, under 5,000 miles.—Open to offers and available for inspection at Grove Garages (Claremont), Ltd., Cirencester. Tel. 271. (S135)

## Lancia Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

K KIVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia, 41-42 Hay's Mews, Berkeley Sq., W.1. Gros. 2563. (W2054/R)

R REQUIRED, good used Lancia Aprilia or later model, —Barnard's, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

L LANCIA.—John S. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—173, Westbourne Grove, W.11. Bay. 4274. (W4035)

## Lancia Spares and Service

L LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Apertown, Wembley (P.2030/R)

## LEA-FRANCIS

B. J. HUNTER, Ltd., offer: 1948 Lea-Francis 14hp saloon, recent engine overhaul, £550. (C2046)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2046)

CHARLES POLLETT, Ltd., sole distributors Lea-Francis London and Home Counties, offer the following: 1951 Lea-Francis 18hp streamlined sal., specially painted attractive shade dark green, one owner, radio, heater, etc., this car has been maintained since new by ourselves and is in superb condition; £275. (W4018/R)

1951 Lea-Francis 14hp streamlined sal., maroon, one owner, 29,000 miles only, outstanding condition; £265. (W1013)

18 Berkeley St., W.1. Mayfair 6266. SERVICE Works and Stores—Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-7. (C3010)

1949 Lea-Francis sports 2-seater cream, red leather, spotless condition; £495.—Cyril Sheppard of Reading, Sonning 2345. (S129)

FOR sale, £155, late 1939 Lea-Francis drop head coupe, good condition; £55 just spent; reason for sale.—Flynn, 4, Edale Rd., Rotherhithe, S.E.16. (4895)

LEA-FRANCIS 19hp 1947/48 4-door saloon of immaculate appearance; open to any examination; £385.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

## Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., FOR immediate purchase of your Lea-Francis. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. (W4018/R)

OFFICIAL Lea-Francis London Service Station, Works and Stores: BARNSDALE Yard, off Elgin Avenue W.9. Tel. Cunningham 5936-7. (0585/R)

## Lea-Francis Spares and Service

L LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Apertown, Wembley (P.2030/R)

1949 Lea-Francis sports 2-seater cream, red leather, spotless condition; £495.—Cyril Sheppard of Reading, Sonning 2345. (S129)

FOR sale, £155, late 1939 Lea-Francis drop head coupe, good condition; £55 just spent; reason for sale.—Flynn, 4, Edale Rd., Rotherhithe, S.E.16. (4895)

LEA-FRANCIS 19hp 1947/48 4-door saloon of immaculate appearance; open to any examination; £385.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

## Lea-Francis Cars Wanted

B. J. HUNTER, Ltd., FOR immediate purchase of your Lea-Francis. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners. SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. (W4018/R)

OFFICIAL Lea-Francis London Service Station, Works and Stores: BARNSDALE Yard, off Elgin Avenue W.9. Tel. Cunningham 5936-7. (0585/R)

LANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Lea-Francis Distributors, East Glamorgan.—Spares and service. (0633/R)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## LIMOUSINES

**CAMDEN MOTORS** for limousines.—1951 Armstrong Suddley 18hp 7-passenger model with division and widest face forward occasional, rich leather upholstery front and rear, built-in heater, practically unmarked; £595.

**CAMDEN MOTORS** for limousines.—Humber Imperial Mark III, April, 1952, black leather front and rear, one owner, private used car, in condition indistinguishable from new, £1,245, also a January, 1952, Mark III Imperial in equally immaculate order at £1,195.

**CAMDEN MOTORS** for limousines.—Humber Pullman Mark III, June, 1951, in leather throughout to special order of late owner, screenwash, all seats in rear compartment (including occasional) fitted with special set of leather covers, superbly maintained, £1,175.

**CAMDEN MOTORS** for limousines.—Humber Pullman Mark III, June, 1951, identical to above model and with same extras and in similar condition, standard type upholstery, one owner; £1,145.

**CAMDEN MOTORS** for limousines.—Humber Pullman Mark III 1951 model (very late 1950 delivery), somewhat higher mileage than above but especially well maintained and in almost equivalent condition, radio, heater, seat covers; £1,095.

**CAMDEN MOTORS** for limousines.—Humber Pullman Phase II limousine, 1950, all extras as above, maintained, serviced and overhauled by Rootes distributors; £895.

**CAMDEN MOTORS** for limousines.—Humber Mark II Imperial, 1950, beautifully immaculate car with rich leather upholstery throughout, used as a "town car" by wealthy company director, genuine low mileage specimen; £895.

**CAMDEN MOTORS** for limousines.—Humber Mark II 7-seater, 1949, with division, face forward occasional seats, leather throughout, radio and heater, special bodywork by Mulliner; £795.

**CAMDEN MOTORS** for limousines.—Humber Pullman 1948, in leather, a good, sound specimen with attractive black coachwork and excellent tyres; £595.

**CAMDEN MOTORS** for limousines.—Humber Pullman 1948, also in leather and fitted reconditioned engine and new front suspensions, extremely good condition; £645.

**CAMDEN MOTORS** for limousines.—Humber Pullman 1947, two previous owners, recent general overhaul, good order throughout; £545.

**CAMDEN MOTORS** for limousines.—Humber Pullman 1947 registration, late wartime production 1945-4, an ex-Ministry car carefully reconditioned, fitted replacement engine, all new tyres and tubes, very much better than average condition; £495.

**CAMDEN MOTORS** for limousines.—June, 1939, Packard Super Eight, equipped with overdrive, full 8-seater body, privately owned and practically faultless throughout, coachwork, chrome and interior literally unblemished, many extras, including tailored seat covers in rear compartment, over £400 spent on the car within the last 5,000 miles; complete reconditioning of engine and overhaul of all major components, new tyres, etc., all work carried out by concessionaires and statements available.

**CAMDEN MOTORS** for limousines.—1936 Packard Super Eight, remarkably fine condition, coachwork exceptionally good and excellent mechanically; £235.

**CAMDEN MOTORS** for limousines.—Rolls-Royce 20/25 Thrupp & Maberly 7-passenger with swept tail, 1936, a very, very immaculate specimen, coachwork, chrome and interior absolutely unblemished, widest face forward occasional, division, etc., history of ownership available since 1937, one private owner up to 1950 and one other since, condition practically impossible to fault, excellent tyres; £745.

**CAMDEN MOTORS** for limousines.—Rolls-Royce 20/25 Mulliner 7-passenger, 1935 model, series GW2 (November, 1952, delivery), taxed privately since new, only two previous owners, very good order; £525.

**CAMDEN MOTORS** for limousines.—Daimler EL 24 model, 1935, reconditioned mechanically by appointed Daimler agents this year, excellent black coachwork unmarked, 5-seater face-forward occasional; £595.

**CAMDEN MOTORS** for limousines.—Daimler EL 24 model, 1937, similar to above and in equally outstanding condition; £545.

**CAMDEN MOTORS** for limousines.—18hp Austin 7-seater, 1938, one of the very best examples we have handled, black coachwork and dark brown leather interior, excellently maintained, one private owner since 1945, moderate 25,000 miles; £395.

**CAMDEN MOTORS** for limousines.—1950 Austin 16hp 4-door model, standard production, bench-type front seat, front occasional, leather throughout, division one owner; £595.

**CAMDEN MOTORS** for limousines.—1937 Austin Chalfont 18hp model, in leather throughout, a nice car all round; £245.

**CAMDEN MOTORS** for limousines.—1939 series III Wolseley 25hp Super Six 7-seater with wide face forwards, division, immaculate leather upholstery front and rear, has had very limited use since new as a follow-on coach for funerals only; £395.

**CAMDEN MOTORS** for limousines.—1937 Hillman long chassis 51hp, with division, occasionally, good tyres, runs well; £125.

**CAMDEN MOTORS** for limousines.—17hp Armstrong Suddley 7-passenger long chassis, 1935, basically sound and of reasonable appearance; £95.

**CAMDEN MOTORS** for limousines.—The largest selection in the country, over 60 in stock; call, write or phone for free catalogue.

**CAMDEN MOTORS** Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. (C1035)

## LINCOLN

**SIMPSON MOTORS (WEMBLEY), Ltd.**, American Car Specialists; full list see "American Cars" (C4015)

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Ot. West Rd., Brentford, Tel. Ealing 4506-9 (0747/R)

## MERCEDES-BENZ

OFFICIAL Mercedes-Benz retailers

173, Westbourne Grove, W.11, Bay 4274. (C4035)

**MERCEDES-BENZ (Great Britain) Ltd.**, offer:—

1939 Type 230 4-door saloon, continental steering, black and red with red leather upholstery, may be seen by appointment.—Victoria, 8715-8 (C1030)

## MERCEDES-BENZ

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

## Mercedes-Benz Spares and Service

**MERCEDES-BENZ (GREAT BRITAIN), Ltd.**, Sales Service and Spares, 111, Grosvenor Rd., S.W.1, Victoria 8715-6. Night service: Victoria 3144. (4735)

## MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars Ltd., Ot. West Rd., Brentford, Tel. Ealing 4506-9. (0748/R)

## M.G.

**B. J. HUNTER, Ltd.**, offer:—

1952 M.G. T.D. sports 2-seater, enthusiast owned, numerous extras positively unmarked; £375. **B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

**PARADE MOTORS (MITCHAM), Ltd.**, offer:—

1947 M.G. T.C., red with red upholstery; £355.

1947 M.G. T.C., red with beige upholstery; £355.

1939 M.G. T.A., black and beige upholstery; £265.

1938 M.G. T.A., blue and blue upholstery; £245.

1936 M.G. P.B., black and green; £190.

**PARADE MOTORS (MITCHAM), Ltd.**, 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. (C5036/R)

**BEARDS of Kingston, M.G. specialists**, sales spares repairs.—102, London Rd., Kingston, Tel. Kin 3348. (0082/R)

**UNIVERSITY MOTORS Ltd.**, guaranteed cars always available.—80 Piccadilly, W.1, Grosvenor 4141. (0390/R)

## A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

M.G. T.D. brand new, unregistered, grey/red; £665. Call T. Shipside, Ltd., Nottingham 46771. (4995)

M.G. 2-litre saloon, 1940, radio, heater, spot lamp; £195, terms, exchange.—117, Meadow St., Snelld, 20282. (4870)

1946 M.G. T.C. 2-seater, excellent condition; £545.—Anthony Crook Motors, Caterham Hill, Surrey, Tel. 2232-3. (C1063)

1952 series T.D. Midget, low mileage, an immaculate late one-owner car indistinguishable from new, many extras; £550. **H. A. SAUNDERS**, 144, Golders Green Rd., N.W.11, H. Speedwell 0011. (C4004)

1940 M.G. 2.8-litre, black and chrome sports saloon, immaculate; £350 or £120 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

1952 T.D., 10,500 miles, grey, red upholstery, perfect condition, any trial, many extras, owner runs two cars; £525.—22, Edgeworth Cres., Hendon Central, N.W.4, Hendon 6759. (4905)

1938 M.G. 1½-litre saloon, £250 overhaul this year, most rare condition, finished cream with red leather upholstery; £345.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1, Euston 7811. (C4011)

1½-litre October, 1938, saloon, 3,000 miles since factory reconditioned engine, in excellent condition; £245; deferred payments; part exchange.—25, Queens Gate Mews, S.W.7, Western 5228. (C4069)

595cns.—M.G. 1950 1½-litre saloon, Shires green, sliding head, fawn leather, heater, built-in hydraulic jacks, carefully used, exceptional condition; terms, exchange.—Roxford Smith, below.

465cns.—M.G. Midget, December, 1949, T.C. 2-seater, Cambridge blue, fawn leather, luggage carrier, carefully used, exceptional condition; terms, exchange.—Roxford Smith, below.

345cns.—M.G. Midget, October, 1948, T.C. 2-seater, very good condition; choice of 5 Midgets; terms, exchange.—Roxford Smith, below.

295cns.—M.G. 1939 2.8-litre sports saloon, sliding head, leather, radio, Windonnes, discs, excellent condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Roxford Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4015)

## M.G.

## PC PERFORMANCE CARS.

THE biggest and best guaranteed selection of sports cars in the country. LARGE selection of M.G. cars, thoroughly checked over in our workshops and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

CHOICE of two T.D.s.—1953 red, £645; 1952 cream, £495. 1949 1½-litre sports saloon, £495.

CHOICE of four T.C.s.—1949 blue, £395; 1949 green, £415; 1947 black, £345. 1946 blue, £325.

CHOICE of two T.A.s.—1938 red, £275; 1937 black, £255. Ex-Davies blown Magnette, £395.

CHOICE of two P.A.s.—1953 red, £195; 1954 black, £165. Choice of three J.2s, from £95.

CHOICE of four 2-litre saloons.—1939, £275; 1938, £225; 1937 (2), £195; 1936, £145.

CHOICE of two 1½-litre M.G.s.—1938 drop head four-door, £275; 1937 saloon, £265.

G. N.A. Magnette, 1936, £145; 18/80 tourer, £75; 12hp tourer, £65; M type 2-seater, £75.

IMMEDIATE hire purchase, insurance and part exchange; many others in stock; see our "Sports Cars."

**PERFORMANCE CARS**, Windmill Garage, Great West Rd., Brentford, Middlesex, Ealing 8841. (C3041)

**£435**—M.G. Midget T.C. series 1949, immaculate little example of this fine series, several items of extra equipment; late property of true enthusiast; six other T.A.s. and T.C.s. in stock from £245. **CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. (C1035)

**£265**—Specimen condition M.G. 18 sports saloon; look at this car, it's outstanding, open the doors, the interior is beautiful, drive it, you cannot fault it; 3 months' guarantee; hire purchase—exchange for catalogue. **LAMBBS**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221 (East Finchley Underground). (C2052)

**BRUTONS, Ltd.**—1937 2-litre M.G. drop head, excellent condition, owner going abroad; £145; 1948 T.C. green, reconditioned throughout, unblemished, good tyres.—15-14, Osten Mews, Emperor's Gate, S.W.7, Fremantle 0342. (C1026)

1953 (July) M.G. T.D. Mark II 2-seater, cream, genuine 3,500, numerous extras, two spare wheels, additional competition tyres; £675.—John Bryant & Sons, Ltd., Stephenson St., Birmingham, Tel. Midland 4563. (51340)

## M.G. Cars Wanted

**C. M. THE CAR MART, Ltd.**, wish to purchase M.G. cars.—320, Euston Rd., N.W.1, Euston 1212. (0966/R)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for M.G.—Hampstead (Tube), N.W.5, Ham. 6041. (W4018/R)

**UP** to £375 for low mileage T.C. in excellent condition.—Davies, 386, Penzance Rd., Reading, (5928)

**MAYFAIR GARAGES, Ltd.**, top cash prices for M.G.s.—Balderton St., W.1, Mayfair 5104. (0896/R)

**PERFORMANCE CARS** urgently require M.G.s.—Great West Rd., Brentford, Middlesex, Ealing 8841. (W3041)

**POST-WAR M.G.s** wanted.—Eric Hayes, Ltd., 15, Bishops Bridge Rd., Paddington, W.2, Paddington 0289. (W2033)

**C.N.K. MOTORS** require M.G.s. particularly V.A. 7B and TC models.—353, Finchley Rd., N.W.3, Hampstead 5712. (W1052)

**URGENTLY** required, 1947-51 M.G. 1½ saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (4660)

**XXX** H. F. Edwards offer immediate cash for good M.G. cars.—Dennis, 10, The Quadrant, Seabrook Rd., Hythe, Kent, Tel. Hythe 67311. (W2059)

## M.G. Spares and Service

**W. JACOBS & SON**, We specialise in spares and repairs for all models of M.G. cars. **W. JACOBS & SON**, Mill Garage, Chigwell Rd., South Woodford, E.18, Wanstead 7763-4. (0486)

**ROGERS GARAGE**, Wellesley Ave. Paddenswick Rd., W.6, Riv. 2644. (R3054)

**PERFORMANCE CARS**—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex, Ealing 8841. (R3041/R)

**UNIVERSITY MOTORS, Ltd.**—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1, Gros. 4141. (0504/R)

M.G. Spares, most parts in stock for all models 1930 onwards, including valves, pistons, springs, rockers, bushes, shafts, etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies; prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19, Liberty 3083. (0435/R)

**TOULMIN MOTORS** specialise in M.G. and M.G. cars only; repairs and complete overhauls all models; reconditioned engines in stock for types P, J, T and L and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drive, V.D. sleeves, rockers, rocker bushes, rockers, shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

**WRITE** or phone Toulmin Motors, 345 Staines Rd., W. Hounslow, Middlesex, Tel. Hounslow 2238 and 3458. Open all day Saturday and Sunday morning 10 a.m. to 1 p.m. (0549/R)

## MORGAN

1951 (September) Morgan Plus 4 2-seater, green, excellent condition, one owner.—Basil Roy, Ltd., 161, Great Portland St., W.1, Langham 7751. (5069)



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1953** Plus Four 2-seater, 10,000 miles, twin spares, wing mirrors, spotless; £365.—Richards & Carr, 35, Kinnerton St., London, S.W.1. Soane 5424. (C5045)

**MORGAN** Plus-Four 1953, special 4-seater body fitted, 4,000 miles, since new bargain £355.—Chadney Motors, 25, Watford Rd., Kings Norton, B'ham. Tel. Kin. 2827. (5062)

## Morgan Cars Wanted

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**XXX** H. F. Edwards offer immediate cash for good Morgan cars.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

## Morgan Spares and Service

**MORGAN** 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. (0514/R)

**MORGANS**—All available spares in stock.—F. R. Douglas, Morgan Specialists, 1a, South Ealing Rd., Ealing, W.5. Ealing 0670. (0728/R)

## MORRIS MINOR

## METROPOLITAN MOTORS.

(H) MUMBER, Hillman, Sunbeam-Talbot, Commer.)

**1949** Morris Minor saloon; £410.

**1951** Morris Minor convertible, small mileage; £450.—Metropolitan Motors, Horn Lane, Acton, W.5. Acton 5064. (4675)

**WARWICK WRIGHT, Ltd.**, offer:—

**1953** Morris Minor (ohv) saloon, grey, 5,000 miles; £350.

**1953** Morris Minor (ohv) convertible, black, 5,000 miles; £525.—**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (C4045)

**AUTO SALES (LONDON), Ltd.**, offer:—

**1950** Morris Minor saloon, specimen condition throughout; £435.—Auto Sales (London), Ltd., Belisle Rd., N.W.6. Maida Vale 5555. (5120)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

**1952** Morris Minor saloon, as new, 11,000 miles; £500.

**MARLBOROUGH Works, Kenion.** Tel. Wordsworth 7805 (5 lines). (C1008)

**COOMBS & SONS (GUILDFORD), Ltd.**, offer:—

**1952** Morris Minor saloon, black with red leather, one owner; £465.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-8-9. (C1057)

**D. J. SHEPHERD & Co. (ENFIELD), Ltd.**, offer:—

**1952** (September) Morris Minor convertible, colour green, mileage 8,000, spotless condition, taxed until December, 1954; £475.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (C4009)

**1949** Morris Minor saloon, blue, radio, loose covers, a remarkably fine little car; £400.

**REYS MOTORS, Ltd.**, 75-75, Albany St., N.W.1. Euston 6994. (4693)

**1952** (Sept.) Morris Minor convertible, 13,000 miles, leather, one owner; £465.

**RIPPO, Ltd.** (Morris) purchased, 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. (C3052)

**1951** Morris Minor 2-door saloon, green, beige upholstery, 13,000 miles, in excellent condition; £450.—**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 9551), and 12, Chelsea Manor St., S.W.3 (Fleming 8181). (C4046)

**1950** convertible, excellent condition; nearest £365.—24, Northway, Maghull, Liverpool. (5094)

**1949** (November) Morris Minor 2-door saloon, one owner, total mileage 16,000, in excellent order throughout; £450.—**L VNK FRANK & WAGSTAFF**, 3-5, Crouch End Hill, N.8. Mountview 4401. (C2058)

**1953** model Minor convertible, black/red, Rim-bellishers, many extras, one owner, as new.—Tel. Sheffield 45854. (4904)

**1953** Morris Minor ohv 4-door saloon, black with red upholstery, 10,458 miles only, extremely well maintained; £575 or part exchange.

**E. J. BAKER & Co., Ltd.** Dorking 3822. (5133)

**4-door saloon, 1951, Morris Minor, grey, brown leather, exceptional condition; £465.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)**

**1951** Morris Minor saloon, black, very sound and clean; £450.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

**£465**—1951, Minor saloon, black, brown upholstery with heater, 18,000 miles, one owner; Broadway Motors, 67, High St., Hounslow, Hou. 0175. (C1028)

**MORRIS MINOR** 1954 de luxe model, with heater, under 200 miles, colour black; £585.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (C4051)

**1952** Morris Minor saloon, black with red upholstery, heater, mileage 2,600; £300.—Howard-Williams, R.A.F., Haulingvinton, Chippenham, Wilt. (4885)

**565** gns.—Morris Minor 1953 4-door saloon, birch grey, red leather, ohv engine, over-riders, one owner, genuine 4,000 miles, brand new condition; terms; exchanges.—Rowland Smith, below:—

**495** gns.—Morris Minor 1952 tourer, platinum grey, one owner, small mileage, exceptional condition; terms; exchanges.—Rowland Smith, below:—

**375** gns.—Morris Minor 1950 tourer, maroon, radio, heater, electric clock, one owner; choice of 8 Minors; terms; exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

## MORRIS MINOR

**£565**—1954 Minor de luxe convertible, delivery mileage only, heater, just as new; terms; exchanges.—O. S. Hall, Ltd., 302, King St., Hammer-smith W.6. Riverside 2881. (C2051)

**1953** Morris Minor 2-door 1 h. drive ohv, roof rack, heater, 8,000, one owner; £550, or nearest offer; must sell by Jan. 1954.—P.L. R. J. Lemieux, R.A.F., Cottesmore, nr. Oakham, Rutland. (4888)

**PRIDE & CLARKE, Ltd.**—1953 Morris Minor saloon, ohv engine, grey/red leather, heater, radio, £529; 1953, black/red leather, 3,000 miles, £519; 1952, black/red, black/brown or blue/beige leather, all low mileage, heater, one owner; choice three from £459; 1951, blue/beige, grey/beige, or black/beige leather, heater one owner, choice three from £439; 1952 convertible, black/red leather, covers; £439; 1951, green/beige leather, £399; 1949, grey/beige leather, £349; three months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C5068)

## Morris Minor Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. (0716/R)

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

**PRIVATELY OWNED MINOR**—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. (W2037)

**1953** new or small mileage 2- or 4-door saloon urgently wanted, cash waiting, collected anywhere.—61, Park Ave., Seaburn, Sunderland. (4563)

## MORRIS EIGHT

**S.G.A. MOTORS**, who deal exclusively in Morris 8's, offer:—

**1939** series E 4-door de luxe saloon, superb condition, one owner; £285.

**1939** series E 2-door de luxe saloon, perfect condition; £275.

**1939** series E 4-seater tourer, immaculate condition; £235.

**1938** 2-door de luxe saloon, choice of three, all outstanding condition; £195.

**ALWAYS** at least 12 saloons and tourers in stock.

**EVERY** car is thoroughly checked in our workshop, and is guaranteed for three months; hire purchase and exchanges.

**REPAIRS** of all descriptions also undertaken.

**S.G.A. MOTORS, Morris 8 Specialists**, 14, Atherstone Rd., Tube), Western 3808. (C4065)

**1946** Morris 8 de luxe saloon, black with brown upholstery, choice of four; from £225.

**REYS MOTORS, Ltd.**, 75-75, Albany St., N.W.1. Euston 6994. (4692)

**1948** Morris 8 4-door saloon, one owner; £355.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

**1938** Morris 8 sun saloon, reconditioned engine, exceptional condition; £150.—12, Braunworth Rd., Doncaster. (5050)

**1938** Morris 8 saloon, excellent condition; £160, exchanges, terms.—Palmer, 53, York St., Tottenhamham, Popesgrove 1990/7087. (C5034)

**375** gns.—Morris 8 1948 4-door saloon, leather, radio, one careful owner exceptional condition; terms; exchanges.—Rowland Smith, below:—

**145** gns.—Morris 8 September 1938 de luxe saloon, sliding head, leather; choice of 6 Morris 8's; terms; exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

**1940** Morris 8 Series E saloon, reconditioned, excellent; £230.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube), be. (C2050)

**£178**—1938 4-door saloon, black, first-class mechanically, body and interior well above average; terms; exchanges.—Fina Petrol Station, 186, Tottenham Court Rd., W.1. (5059)

**1947** Morris 8 E series 4-door de luxe saloon, new tyres, battery, etc., in good condition, one owner, best offer £300 or over; seen on Sunday or any evening after 5 p.m. from the 9th.—164, Westrow Drive, Barking, Seven Kings 5981. (5171)

## Morris Eight Cars Wanted

**1938** Morris 8 tourer required, 2- or 4-seater; details and price.—Box 4564. (5069)

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## MORRIS TEN

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

**1948** Morris 10 saloon, immaculate; £385.

**MARLBOROUGH Works, Kenion.** Tel. Wordsworth 7805 (5 lines). (C1008)

**1939** Morris 10 saloon de luxe, black, brown upholstery, in excellent condition; £250.

**REYS MOTORS, Ltd.**, 75-75, Albany St., N.W.1. Euston 6994. (4694)

**£395**—Morris 10 saloon, 1948, black, leather upholstery, smart condition throughout.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 280-320, Cricklewood Broadway, N.W.2. Gladstone 2231. (C2008)

**1939** Morris 10 saloon, good order throughout; £225; 3 months' guarantee; terms and exchanges.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C5054)

**1948** Morris 10, positively immaculate, guaranteed; £325.—Kirkdale Cars, Cobles Corner Sydenham, S.E.26. Sydenham 9189. (C2068)

**1948** Morris 10 saloon, one owner, in spotless condition; £365.—Ace of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C2050)

## MORRIS TEN

**185** gns.—Morris 10 1938 saloon, very good condition; terms; exchanges; list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

**1937** Morris 10hp saloon, very clean, well-kept car, in exceptional order; £165, or £20 deposit, balance over 12 months; exchanges, insurance, 50 cars always in stock under cover; write for list.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. (5116)

## Morris Ten Cars Wanted

**PRIVATELY OWNED MORRIS 10**—5, Brae Court, Kingston Hill, Surrey. Tel. Hill 2768. (W2037)

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

## MORRIS TWELVE

**COACHCRAFT** offer:—

**£195**—1939 Morris 12/4 saloon de luxe, very sound old car, excellent mechanical condition, bodywork and cellulose very good indeed and rust free; 3 months' mechanical guarantee; terms and exchanges.—Coachcraft, Elm Rd., Evesham, Tel. 6539. (C1053)

**£38**—1933 Morris 12/4 sliding head-coupe, bargain.—1935 Morris 12/4, West End Lane, N.W.6. Hampstead 6450. (5157)

**MORRIS 12 saloon, 1939**, a really first-class example; £195.—Portland Sports Autos, Meadowhead Garage, Meadowhead, Sheffield, 8. Tel. 45212. Open Sundays. (5157)

**175** gns.—Morris 12 1939 Series 3 de luxe saloon, black, sliding head, leather, good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4016)

## MORRIS OXFORD

**DICKS.**

**1949** Morris Oxford saloon, immaculate condition; £475.

**DICKS CAR SALES, Ltd.**, 585-601, High Rd., Kilburn, Maida Vale 6988-9. (C1072)

**CAR MART, Ltd.**

**1953** Morris Oxford saloon, radio, heater; £665.—Car Mart, Ltd., Gloucester House, 343, Park Lane, W.1. Grosvenor 3434. (C1059)

**PHILIP RICKARDS, Ltd.**, offer:—

**1953** Morris Oxford saloon, black, 1,050 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)

**GUY SALMON AUTOMOBILES** offer:—

**1953** Morris Oxford saloon, black/red leather, heater, indistinguishable from new in every respect; 9,000 miles, spare unused; £598.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

**W. J. BROWN, Ltd.**, established over 30 years.

**1952** Morris Oxford saloon, black, red leather, heater, one owner, 15,000 miles; £565.

**1953** Morris Oxford saloon, black, red leather, heater, one owner, 10,000 miles; £635.

**339** Finchley Rd., N.W.3. Hampstead 4412. (C1025)

**DENHAM GARAGE (ESHER), Ltd.**, offer:—

**1951** (May) Morris Oxford, beige with brown leather; this car has only covered 16,000 miles from new in the hands of one fastidious owner and is offered with a 3 months' guarantee at £550.—Portsmouth Rd., Esher, Surrey. Esher 5560. (4743)

**1952-3** Morris Oxford, Clarendon grey, 5,000 miles only, loose covers and heater, immaculate; £385.

**1950** Morris Oxford saloon, 11,000 miles, new condition, heater; £475.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C2026)

**1950** (Oct.) Morris Oxford saloon, fitted heater, one owner, 15,000 miles only, immaculate; 5 months' guarantee; £495.

**C & W MOTORS, Ltd.** Queen's Head Garage East End Rd., N.3. Finchley 6236 (5 lines). (C1061)

**1953** Morris Oxford, only 9,000 miles, heater, unrepeatable at £595.—Jack Posner (Autos), 395, Hendon Way, N.W.4. Hendon 1423-4. (C3065)

**1952** Morris Oxford saloon, black/maroon leather, one owner, £595.—J. Fricker, Ltd., Park 5077. (C2016)

**1951** Morris Oxford, one owner, exceptional condition; £510.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (C4019)

**MORRIS Oxford, Nov. 1952**, heater, low mileage, one owner driven; £575.—Cooper, 3, Burreingham Rd., Scunthorpe, Lincs. Tel. 3141. (5017)

**4,000** miles only, 1951 Morris Oxford saloon; £595.—British & Colonial Motors, Ltd., 15/14, Upper St. Martin's Lane W.C.2. Temple Bar 5548. (C1027)

**JACK ROSE, Ltd.** offer: 1951 Morris Oxford in black with brown leather, almost unmarked; £495.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

**1951** (June) Oxford, grey, brown leather, new tyres, new battery, brakes relined, first private owner selling; £535.—Portsmouth 75471. (4903)

**1952** (Oct.) Morris Oxford saloon, grey, red leather, heater (£230) and various fittings, total cost over £380 15 months ago, perfect condition; bargain £280.—Box 2648. (5010)

**1949** Morris Oxford, 19,000 miles only, perfect mechanical condition, one owner, heater; £425.—E.F.S. Motors, Kingston Br-Pass, Esher. (C2004)

**1952** Morris Oxford saloon, black, red upholstery, one careful owner, mileage only 8,500, showroom condition throughout; £395.—H. Brook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. (C2084)

**PRIDE & CLARKE, Ltd.**—1953 Morris Oxford saloons, grey/red leather, 8,000 and 2,000 miles, heater, one owner, choice two from £315; 1950, black/brown or maroon/maroon leather, heater, covers, choice two from £449; three months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3068)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Morris Oxford Cars Wanted**

**C M** THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 5434. [0717/R]

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**F** FULL value paid for Oxford or similar; trade or privately.—54, Streatham Hill, S.W.2. [W3016]

**MORRIS SIX**

**H. BEART & CO., Ltd.**

**1951** saloon, in green with green upholstery, radio and heater, one owner since new, genuine 21,000 miles, in magnificent condition; £495.—102, London Rd., Kingston-on-Thames, Tel. 3348. [C1081]

**Morris Six Cars Wanted**

**C M** THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 5434. [0675/R]

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Morris Miscellaneous Cars Wanted**

**R** ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**HATTON'S** will buy post-war Morris models; distance no object.—Lord St., Southport. Tel. 2269. [0796/R]

**MARSTON MOTOR CO.** for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0096/R]

**XXX** H. F. Edwards offer immediate cash for good Morris cars.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

**Morris Spares and Service**

**ROGERS GARAGE**, Wellesley Ave., Paddenswick Rd., W.6. Riv. 2644. [83054]

**MORRIS**—Genuine spares and specialist repair service, immediately available in the West End.

**S MORRIS & CO.** Cleveland Garages, Cleveland St., W.1. Tel. Mus. 9378/8574. [0342/R]

**NASH**

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, American Car Specialists; full list see "American Cars". [C4015]

**NASH 1951** Ambassador de luxe saloon, grey, late property Nash Corp. executive, complete with twin heaters, overdrive, unused set front and rear seats; £1,195.—Aldridge Eng. Co., Ltd., Haddenham, Bucks. Tel. 345. [14964]

**OLDSMOBILE**

**B. J. HUNTER, Ltd.**, offer:—

**1947** Oldsmobile streamline saloon, hydramatic drive, ideal for disabled person, numerous extras; £495. [C2040]

**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

**DISTRIBUTORS (RAWLENCE), Ltd.**, Sales, service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0317/R]

**OLDSMOBILE** magnificent 6-seater saloon, privately owned, in excellent mechanical condition; £235; hire purchase and part exchanges.

**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7. North 4441. [C1036]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, American Car Specialists; full list see "American Cars". [C4015]

**1952** Oldsmobile Rocket, l.h.d., 3,000 miles only, heater, radio, seat covers, manual gear change; £1,995.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [C4057]

**1951** Oldsmobile 88 4-door saloon, hydramatic, radio, heater, 20,000 miles, l.h.d.; £1,395.—British & Colonial Motors, Ltd., 15/14, Upper St., Martin's Lane, W.C.2. Temple Bar 3588. [C1027]

**OLDSMOBILE** main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1. (Gerrard 8600); Service Workshops and Spare Parts: 7, Penbridge Villas (nr. Westbourne Grove) W.11 (Bayswater 6636-7). [0576/R]

**Oldsmobile Cars Wanted**

**OLDSMOBILE** main dealers.

**L EX GARAGES, Ltd.**, are interested to buy recent model Oldsmobile car.

**L EX GARAGES, Ltd.**, 2, Lexington St., W.1. Gerrard 8600. [0637/R]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Oldsmobile buyers.—Wembley 8691/3903. [W4015/R]

**DISTRIBUTORS (RAWLENCE), Ltd.**, Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. Will buy post-war models at good prices. [0113/R]

**OPHEL**

**1937** Opel super six, d.h.c., crank ground, new oil pump, tyres, hood; £155.—Maywood, 169, Alexandra Rd., Croydon. [5177]

**MAYNER MOTORS, Ltd.**—Opel distributors; service of all models, comprehensive range of spares; exchange engine and unit service.—1-6 Southampton St., Southampton. Tel. 3265/4944. [0526/R]

**79 gns.**—Opel Cadet, October 1937, saloon, good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C4018]

**Opel Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Opel.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**Opel Spares and Service**

**L ANCASHIRE**, Cheshire and North Wales distributors for sales, service and spares.

**A. FREEMAN, Ltd.**, Grosvenor Garage, Burnage Lane, Manchester, 19. [0513/R]

**PACKARD**

**H. A. SAUNDERS, Ltd.**

**1938** Packard 26hp saloon, black, 44,000 miles since new, reconditioned engine, immaculate and perfect throughout; £345.—326-330 Euston Rd., N.W.1. Euston 4511. [C4040]

**GUY ALFRED & Co., Ltd.**—1938 Packard saloon, G 1950 condition.

**1936** Packard Club saloon, superb order.—6-7, Warren St., W.1. Euston 3268. [C1005]

**PACKARD d/h 1938**, excellent condition, silver grey; £175.—Wyndon House, Station Rd., Edgware, Middx. Mill Hill 5658. [5048]

**PACKARD Six saloon**, 1938, radio and heater, beautiful condition throughout; £225; terms and exchanges.—Oscar Moore, 204, Ballards Lane, N.3. Finchley 2920. [5148]

**CAMDEN MOTORS** for limousines, the largest selection in the country, over 60 in stock, including many Packards; see our advert, under Limousines, Classified Section. [C1035]

**LATEST** current model Packard Clipper, power brakes, 4-door saloon, radio and heater, blue, 3,000 miles as new, also 2 Packard convertibles, radio and heater.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. [C4028]

**PACKARD Super 8** limousine, 8 seats, winding division, wide occasional, large boot, Bedford car rear, leather front, smart, clean, 1937 model; £150 o.b.o.—Bill Top Garage, Hedsnesford, Staffs. Hedsnesford 116. [5019]

**245 gns.**—Packard 1938 54hp touring saloon, black, fawn cord upholstery, radio, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C4018]

**LIMOUSINES**, 1939 Super-32hp, also 1937 (Both De-luxe £1395 model Coachwork), black, forward occasional, magnificent condition, carriages, certified mechanically, selection from £325. Alps & Southampton, Providence Court, North Audley Street, Mayfair-2941. [C1006]

**Packard Cars Wanted**

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Packard.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**LEONARD WILLIAMS & Co.** (1940), Ltd. [C4015]

**PACKARD** Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Packard buyers.—Wembley 8691/3903. [W4015/R]

**JOE THOMPSON (MOTORS), Ltd.**, require Packards.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

**Packard Spares and Service**

**JOE THOMPSON (MOTORS), Ltd.**, Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4858. [54028]

**LEONARD WILLIAMS & Co. (1940), Ltd.**, Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R]

**PANHARD**

**ROSE & YOUNG, Ltd.**, offer 1951 model Dyna Panhard 4-door saloon, exceptional condition; £495.—65-69, St. John's St., Epsom, Surrey. Tel. 330-1 (1 minute St. John's Hill Station). [C3057]

**Panhard Cars Wanted**

**DYNA** saloon or sports.—Write Fraser, 27, Plaist Lane, N.W.3. [4927]

**PEUGEOT**

**TYPE 203**, August 1951, l.h.d. sports saloon, one owner, approx. 15,000 miles, sliding roof, dual colours, overdrive, immaculate; £585.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052, 7253/7154. [C1046]

**PLYMOUTH**

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, American Car Specialists; full list see "American Cars". [C4015]

**1948** Plymouth de luxe, black, radio, heater, low mileage, economical car; at a reasonable price; £575.

**DOUGLAS CAR SALES**, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075]

**495 gns.**—Plymouth 1947 26hp special de luxe saloon, grey, brown leather, r.h.d., column gear change, one owner, excellent condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C4018]

**PONTIAC**

**1937** Pontiac fixed head coupe; £125.—Grosv. 1773. [4668]

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, American Car Specialists; full list see "American Cars". [C4015]

**1940** 6-cyl. Silver Streak saloon, radio, heater, trial; £225.—Petridgewood Farm, Redhill. [5085]

**£1000**!!—1951 Pontiac Silver Streak 8-cyl saloon, 26,000, immaculate order, radio, heater, dual green.—Tel. Camberley 1600, ext. 108. [3958]

**Pontiac Cars Wanted**

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Pontiac buyers.—Wembley 8691/3903. [W4015/R]

**Pontiac Spares and Service**

**FOR** Pontiac spares and Pontiac service.

**U.S. CONCESSIONAIRES, Ltd.**, Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7732-4.

**SOLE** distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R]

**PORSCHE**

**SOLE** Concessionaires for Great Britain.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [C2015]

**RACING CARS**

**OSCAR MOORE** wishes to dispose of the HWM/Jaguar; a part exchange would be considered, and h.p. terms could be arranged.—204, Ballards Lane, N.3. Finchley 2920. [5144]

**COOPER'S GARAGE (SURBITON), Ltd.**, of Surbiton, Tel. Elm. 3346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. [0821/R]

**RAILTON**

**A-ONE MOTORS (LONDON), Ltd.**, Railton Specialists, 24 North Side S.W.18. Vandyke 5181. [0333/R]

**LATE 1939** 17hp saloon, spotless condition, many extras, new engine, gear box, tyres; £195.—Putney 5575. [5181]

**£165**—1936 Railton Straight 8 fourseater d/h coupe, green and black, 1,800 miles since rebo, brand new hood; terms, exchanges.—Fina Petrol Station, 166, Tottenham Court Rd., W.1. [5039]

**RENAULT**

**RENAULT** cars, spare parts, repairs and service.—Renault, Ltd. Western Ave., Acton, W.3. [0421/R]

**ACLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts (Welwyn 481-2-3), offer:—

**1953** Renault 750 saloon, finished bronze, beige leather, low mileage, high compression engine, heater, as new; £595. [C1001]

**1952** Renault 750cc de luxe saloon, A.A. inspection invited.—Offers to Keystone 4863, 4892A

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton (Elmbridge 1873), offer:—

**1953** Pregate 2-litre saloon, heater, loose covers, special model, 6 months guarantee; £950.

**1953** 750 saloons de luxe; choice of 3 from £420.

**1937** 18hp 6-str. saloon completely reconditioned; £150. [C4070]

**£165**—1939 Renault 8 saloon, very clean car; terms.—Autoships, 5, Balham High Rd., Balham 1509. [C1009]

**1953** Renault 750 saloon, absolutely new, makers' guarantee, unregistered; offered at reduced price.

**F. CHALLIS, Ltd.**, 840, Chester Rd., Stretford, nr. Manchester. Lon. 2206. [4587]

**£395**—1950 Renault 750 saloon, green, beige upholstery, recorded mileage 18,000; a one-owner car in excellent condition.

**DENHAM SERVICE STATION, Ltd.**, Denham, Bucks. Tel. Denham 2266. [C1070]

**425 gns.**—Renault 750 1951 4-door saloon, flashing indicators, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. [C4018]

**Renault Cars Wanted**

**RICE & CARR** buy rear-engined Renaults.—35, Kinnerton St., London, S.W.1. Sloane W.2045

**WELHAM'S RENAULT SALES & SERVICE**, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [W4070/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Renault.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

**REQUIRED**, good used rear-engined Renault; Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

**Renault Spares and Service**

**GIANFIELD LAWRENCE**, 2-10, City Rd., Cardiff. Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. [0911/R]

**RILEY**

**PC**

**PERFORMANCE CARS**—Always a good selection of guaranteed Rileys; we select from stock:—

**RILEY** Imp 9hp 2-seater, one Mahanah owner since new, 15,000 miles, specimen throughout; £375.

**RILEY** 1½-litre Sprite 2-seater, 1936, £415; Riley 1½-litre Lynx tourer, 1937, £275.

**RILEY** 1½-litre Falcon saloon, 1938, £275; Riley 1½-litre 6-light Kestrel saloon, 1936, £245.

**RILEY** 9 Lynx tourer 1935, £165; Riley 9 Merlin 1935, £175.

**IMMEDIATE** hire purchase, insurance and part exchanges, many others in stock, see under "Sports Cars".

**PERFORMANCE CARS**, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841. [C3041]

**BOON & PORTER, Ltd.**, DISTRIBUTORS.

**W**ishes for 1954—Castelnau, S.W.13 (by Hammer-smith Bridge). Riverside 4444. [C1022]

**MAIDSTONE ENGINEERING CO.**

**1950** Riley 2½-litre Sportsman's saloon, this is without doubt one of the finest examples we have offered, finished in most beautiful dark grey with maroon leather interior, fitted demisters on both windscreen and rear windows, almost new radio, new heater, excellent tyres, just fitted new battery, two owners from new and in most immaculate condition throughout; £650.

**1947** (M50) Riley 1½-litre, finished in the original and unblemished black with maroon leather interior, this is a genuine one-owner low-mileage car, fitted excellent tyres, fitted new heater and demisters, fitted new battery, in most superb condition; £495.

**1939**—recently reconditioned black with fawn leather interior, in exceptionally good condition; £295.

**ALL** above cars are in excellent condition; terms, exchanges.

**CROSS ST.**, Pendleton, Salford, 6, Manchester, Fen. 3457. [C3000]

**WARWICK WRIGHT, Ltd.**, offer:—

**1949** Riley 2½-litre sports roadster, ivory with red leather upholstery, fitted radio and tonneau cover, in very exceptional condition, 27,000 miles; £685.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. [C4043]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RILEY

THE RILEY CENTRE (GORDON &amp; OLYNN).

OFFER from England's largest show of pre-war Rileys the following examples:—  
**£325**—1938 2½-litre sports saloon, manual and overdrive gear box, magnificent motor car with high performance and economy.  
**£315**—1937 1½-litre Kestrel Sprite saloon, now undergoing extensive coachwork renovation and reconditioning, ready by the time this advert appears.  
**£255**—1937 1½-litre Kestrel with special series engine the whole car is in excellent condition throughout, recaptured, etc.  
**£250**—1936 1½-litre Adelphi, engine top overhauled by us, very attractive coachwork.  
**£115**—1931 9hp 4-seater tourer, highly recommended.  
**ALWAYS** at least 20 Rileys in stock at prices and terms to suit everyone, all guaranteed, open every week-day from 9.30 a.m. to 6 p.m.  
**THE RILEY CENTRE** 189-195, Pavilion Rd., Sloane St. S.W.1 (3 minutes Sloane Square) [C3069]

**1950** (April) Riley 1½-litre saloon, black with green leather one owner, as new; £685.—Below.  
**1947** (Dec.) Riley 1½-litre saloon, black with brown leather one owner, in 1952 condition; £550.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C5058]

**CLARKE & SIMPSON, Ltd.**, Riley Sales and Service, offer:—

**1954** New 1½, black/green; £1,205.

**1953** 1½, grey/red, 11,000 miles; £985.

**1952** 2½, ivory/red, radio, 23,000 miles; £895.

**1947** 1½, black/red, 16,000 miles only; £565.

**49** Sloane Square, S.W.1. Sloane 4727. [C1048]

**RILEY** 1937 Falcon 12hp, 57,000, excellent condition; £235.—Bow 5618 between 6-8 p.m. [C5029]

**1948** 1½-litre saloon, good condition, 28,500 miles; £480 o.n.o.—Tel. Bri. 4182 after 7 p.m. 1954

**SUSSEX** specialists for Riley cars and spares.—Caffyns, Ltd. Lewes 1221 Successors to Lewes Motors, Ltd. [C3067/R]

**PERFORMANCE CARS**—Good selection always available, written guarantee.—See under "Sports Cars."

**BEARTS** of Kingston, Riley specialists, sales, spares, repairs.—102 London Rd. Kingston Kingston 3348. [C3041/R]

**£159**—1936 Riley 9 saloon, very clean car; terms. Autospins, 5, Balham High Rd., Balham 1509. [C1059]

**1939** Riley 12 saloon, excellent condition; £250.—Clairmonte Bros., Shanklin Rd., London, N.8. Mountview 5285. [C1056]

**325** gns.—Riley 1940 1½-litre four-door drop head coupe, magneto, good condition; terms, exchanges.—Rowland Smith, below.

**225** gns.—Riley 9, 1937 Fordson saloon, sliding head leather, excellent condition; terms, exchanges.—Rowland Smith, below.

**195** gns.—Riley 1936 1½-litre Merlin saloon, sliding head leather, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018/R]

**1934** Riley 9 Kestrel saloon, mechanically perfect, mileage 35,500 genuine, body had condition; what offer?—Arthur R. Cope, The Wood House, Hurcott, Kidderminster [C4871]

**1951** Riley 1½-litre saloon, cream and red leather upholstery, one owner, exceptionally well cared for, full guarantee; £725.—Steele Griffiths, Ltd., London, S.E.5. Rod. 2201. [C4916]

**RILEY** 1937 12 Kestrel 6-light saloon, new tyres and sound; £165.—Portland Sports Autos, Ltd., head Garage, Meadowhead, Sheffield, 6. Tel. 45212. Open Sundays. [C5158]

**1952** Riley 2½-litre saloon, mileage 15,000 only, black and red, tartan loose covers, Liford cubes, H.M.V. radio, in super condition, director's demonstration model; £925.—Steele Griffiths, Ltd., London, S.E.5. Rod. 2201. [C4915]

**ALL** Riley sales and service facilities available at our new depot, new and second-hand bargains; demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry, Tel. 2146. [C0446/R]

**£495**!!!—Riley 1½-litre sports saloon, 1948, an excellent example of this series with outstanding black coachwork and red leather interior, fitted built-in heater, twin spots, etc., two previous owners only, our stock of other Rileys includes pre-war Kestrels, Falcons, etc., at prices to suit all pockets.

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. C2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

## Riley Cars Wanted

**C** **THE CAR MART, Ltd.**, wish to purchase Riley cars.—150 Park Lane, W.1. Grosvenor 3434. [C0969/R]

**R** **ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Riley.—Hampstead (Tube), N.W.5. Ham. 6041. [W4018/R]

**YORKSHIRE**—The Riley Buyers, Barkers of Oakwood, Leeds 9. Tel. 56236/7. [C0644/R]

**EXCEPTIONALLY** high prices paid for Rileys in good condition.—Mayfair 9131 [W7908]

**PERFORMANCE** cars urgently require Rileys.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W3041]

**BLAKES**, Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6822. [W7735]

## Riley Cars Wanted

**C.N.K. MOTORS** require good pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. [W1052]

**REQUIRED**, good used Riley.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

**WANTED** privately, early post-war Riley; must be excellent.—Particulars to 89, Kings Rd., Gosport, Hants. [C5033]

**WANTED**, Riley 2½-litre, 1951 or later, must be genuine low mileage.—C. R. Foster, 212, Cardigan Rd., Leeds, 6. [C4962]

**URGENTLY** required, 1948-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch. Tel. 1681. [C4661]

**XXX** H. F. Edwards offer immediate cash for good Riley cars.—Details, please, to 19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67511. [W2059]

**COLMORE DEPOT, Ltd.**, Manchester, will purchase post-war Rileys with a guaranteed history and mileage.—200, Dinsgate, Manchester, 3. Bla. 3522. [C4655]

**URGENTLY** required, 1950-51 Riley 1½ saloons, excellent condition and small mileage essential.—Full details to Frank L. Hall (Riley Specialist), Maidenhead 715. [C5051]

**READING**—Hewens Garages, Ltd., for Riley spares and service.—Tel. 1436. [C0209]

**HARTLEY'S** for Rileys, spares and service.—163-171, Stanstead Rd. Forest Hill S.E.23 Forest Hill 2244/5. [C0236/R]

**ARCOT ENGINEERING, Ltd.**—Pres-selector gear boxes, exchanges and repairs.—169 Fulham Rd. S.W.5 Kensington 7301. [C0236/R]

**J JAMES (LONDON), Ltd.** carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London N.W.5. Gul. 5446. [C0992/R]

**RILEY** distributors for 28 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moore's Archers, Ltd., High St., Leamington Spa, Tel. 67. [C1840]

**ALL** Riley sales and service facilities available at our new depot, new and second-hand bargains; Rileys wanted in part exchange for new models.—Coventry Motor Mart, Ltd., Coventry 2146. [C0443]

## ROLLS-ROYCE

## C

## M

## CAR MART, Ltd.

**1936** Rolls-Royce 25-30hp sports saloon; £875.

**CAR MART, Ltd.**, Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [C1059]

## RIPPON.

## RIPPON.

## RIPPON BROS., Ltd.

**THE** leading Northern Rolls-Royce and Bentley specialists.

**HAVE** a very fine selection of post-war Rolls-Royce and Bentley cars.

**RIPPON BROS., Ltd.**, Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. [C0905/R]

## R. OWEN, Ltd.

**H** **LONDON'S** leading specialists in Rolls-Royce and Bentley cars offer the following selection:—

**1949** Hooper Touring limousine, black with blue hide, 28,000 miles; £3,650.

**1949** James Young razor edge sports saloon, black with blue hide, 45,000 miles; £3,500.

**1937** 25/30 Barker Sedan de Ville, black with hide and cloth upholstery; £295.

**1933** 20/25 Freestone & Webb sports saloon, black with dark red hide; £695.

**WE** are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

## H. R. OWEN, Ltd.

**17**, Berkeley St., London, W.1. Tel. Mayfair 9060. [C5032]

## PB. Ltd., offer:—

**1939** Rolls-Royce Wraith Park Ward semi-razor-edge owner-driver sports saloon, 2-tone beige, grey leather, engine just completely overhauled, exceptional car.

**PADDO BROS.**, 60, Cheval Place, South Kensington, S.W.7. Tel. Ken. 9477/7478. [C3033]

## JACK OLDING, Ltd.

**OFFICIAL** Rolls-Royce and Bentley retailers, offer from their stock:—

**1948** black/beige hide, undergoing renovation, 35,000 miles; £2,650.

**1938** 25/30 Thrupp & Maberly sports saloon, black/brown hide; £1,450.

**AUDLEY HOUSE**, North Audley St., W.1. Mayfair 5242. [C3030]

## RUSSELL MOTORS offer:—

**1939** Rolls-Royce 25/30 GXR series 4-door sports saloon by Cockshoot, radio, heater, screen washers, etc., exceptional condition throughout.

## ANY trial or examination.

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, 47, Sloane St., S.W.1. Sloane 9288. [C3060]

## MANN EGERTON &amp; Co., Ltd.

**1952** Rolls-Royce Silver Wraith owner-driver saloon by Park Ward, vineyard green with brown leather upholstery under 15,000 miles and in immaculate condition; £4,250.

## MANN EGERTON &amp; Co., Ltd.

**OFFICIALLY** appointed Rolls-Royce retailers, 14, Berkeley St., London, W.1. Hyde Park 2075. [C2006]

## ROLLS-ROYCE

## J

## B

## JACK BARCLAY, Ltd.

**EXCLUSIVELY** for Rolls-Royce and Bentley.

**LARGEST** official retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

**EXAMPLE:** 1950 Silver Wraith touring limousine by Freestone & Webb, painted green and black and upholstered in beige hide, speedometer reading 48,000 miles; price £3,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. [C1062]

## MASCOT MOTORS, Ltd., offer:—

**1935** 25hp H. J. Mulliner sedan; £700.

**1934** 25hp H. J. Mulliner sports saloon; £700.

**1933** 25hp Thrupp & Maberly 6-light saloon; £500.

**1932** 25hp Freestone & Webb sports saloon; £575.

**1932** 40 50hp Freestone & Webb Continental sports saloon; £500.

**1930** 25hp Park Ward four-door drop head coupe; £550.

**1927** 20hp Rippon open tourer; £275.

**AND** several others undergoing repairs.

**WE** are anxious to purchase pre-war Rolls-Royce and Bentley with owner-driven coachwork.

**MASCOT MOTORS, Ltd.**, 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [C3007]

## KNIGHTSBRIDGE MOTORS, Ltd.

**1933** (December delivery) 25hp owner-driver sports saloon by Hooper, black and green, bucket seats to front; £725.

**3**—Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 8086. [C2063]

## HENDON CENTRAL GARAGE, Ltd., offer:—

**1938** 25/30 enclosed 7-passenger limousine by Thrupp & Maberly, blue and black, privately owned, serviced recently by works, £1,150.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

## COOMBS &amp; SONS (GUILDFORD), Ltd., offer:—

**1937** Rolls-Royce Phantom III, fitted with very attractive Park Ward owner-driver limousine with de ville extension; this car has only completed 5,000 miles since Rolls-Royce overhaul at a cost of £500; £1,150.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford, Guildford 62907-8-9. [C1057]

**VINTAGE AUTOS (Proprietor Jack Bond) offer:—**

**A SELECTION** of ten pre-war Rolls including

**£130**—Rolls 20 1928 saloon, fitted three occasional seats

**£145**—Rolls 20 1928 saloon, fitted disappearing occasional seats, excellent tyres, etc.

**£325**—Rolls 25 1932 saloon, fitted occasional.

**£485**—Rolls 25, small 4-seater, close-coupled fixed head sports coupe with large boot by Freestone & Webb.

**£280**—Rolls P.1 1929, registered 1950, fitted late type sedan de ville coachwork.

**£465**—Rolls P.2, £400 overhaul by makers in 1948 and fitted new sports saloon coachwork by Lancelotti at a cost of £900; two owners only.

**WE** are open for inspection till 9 p.m. every night including Saturdays and Sundays.

**VINTAGE AUTOS**, 66, London Rd., Tooting, Tel. Mitcham 3951. [C4039]

**SWANMORE GARAGE**—See our display advert on page 64 (Edit.). [C4024]

**!!** Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

**FUNERAL** trade, carefully selected chassis, 1935 to 1938, complete with new hearse bodies.

**L.P.E. & SAUNDERS (COACHBUILDERS), Ltd.**, A Head Office Hearse Enquiries Station Approach, Kew Gardens, Richmond 1161. [C2671]

**£85**—Rolls 20 1928 sports saloon, good order, well shod.—Jefferson, 42, Talbot Rd., Leeds, 6. [C5047]

**1934** 20/25 owner-driver sun saloon, H. J. Mulliner, excellent condition; £625.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061]

**GUY ALFRED & Co., Ltd.**—1935 model Rolls-Royce saloon, owner-driver, swept back, ride control—6-7, Warren St., W.1. Euston 3266. [C1056]

**1935** Rolls-Royce H. J. Mulliner Sedan de Ville; £465.—The Haslemere Motor Co., Ltd., High St., Haslemere. [C5137]

**£1000**—Perfect 1934 model Rolls-Royce, Thrupp & Maberly 7-seater limousine, face forward occasional; engine overhaul 1955.—Box 2577. [C3965]

**1935** 20/25 7-passenger limousine, one owner, face forward seats, black small mileage; £695.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair) 4604. [C4022]

**EDWARDS & Co. (BOURNEMOUTH), Ltd.**, Bournemouth (Tel. 1272-5), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [C5360]

**ROLLS-ROYCE** 1935 Phantom II Barker sports saloon, swept tail, black, red hide, engine had recent overhaul, new tyres, attractive car; £425.—Ian Fair, 206, Eglinton St., Glasgow South 2051. [C4868]

**CAMDEN MOTORS** for limousines; the largest selection in the country, over 60 in stock, including many Rolls-Royces. See our advert under Limousine Classified Section. [C1035]

**ROLLS-ROYCE** Phantom II owner-driver Gurney Nutting saloon, 1937, all refinements, £800 overhaul, receipts, Rolls History, lovely condition; £725. Lee, Norton, Prestige. [C5281]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## ROLLS-ROYCE

**A&S** Limousine 1935/30hp. Hooper partitioned Deluxe Coachwork, forward occasional, privately owned, mileage 44,000, magnificent condition throughout.

**9280** Miles Phantom III (Series BT, registered 1946) Park Ward partitioned black Limousine, forward occasional, unblemished condition (detailed history available) unrepeatable opportunity. £1850.

**LIMOUSINE** Phantom III, Mulliner, partition, exceptionally roomy, forward occasional, black, rear boot, lavishly equipped, genuine mileage 44,000, privately owned, meticulously maintained, opportunity. £995.

**WRAITH** Limousine 1939/30hp Park Ward partitioned, recorded mileage 25,000, black. £1460.

**WRAITH** Limousine 1939/30hp, partitioned Hooper Deluxe Coachwork, forward occasional, black, delightful condition, genuine low mileage, reasonable cost.

**ALPE & SAUNDERS** always purchase Rolls-Royce. A Providence Court, North Audley Street, Mayfair. 2941. (C1006)

**ROLLS-ROYCE** 20, 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burroughs & Co., St. Peter's Garage, St. Peter's Rd., Hammersmith. Riverside 7644. (C1006)

**1948** (October) Rolls-Royce Silver Wraith Sedan 4-door by R. J. Mulliner in magnificent condition throughout, finished black; £2,450.—Harry Martin, 22, Devonshire Place Mews, W.1. (C1006)

**1933** (September) Rolls-Royce 20-25 Barker 4-door de luxe saloon, fitted drop division, in really exceptional condition throughout; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C1006)

**ROLLS-ROYCE** 22hp Replica by Southern Motor Co. 4-door streamlined saloon, dark brown coachwork, absolutely immaculate; £500 or near offer.—Smiths' Garage (Derby), Ltd., 198, Siddals Rd., Derby. Tel. 43966. (C1006)

**ROLLS-ROYCE** 26hp 1933, one owner and chauffeur maintained, laid up during war, completely reconditioned 1947, costing over £300; a distinguished car in exceptional condition for £495.—Mole, 31, Dover St., W.1. Tel. Grosvenor 5902. (C1006)

**THE SOUTHERN MOTOR CO.** have a range of Rolls-Royce replica saloons and coupe models in stock at prices from £250 to £675.—Works, Old Runts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, Nr. Crawley, Sussex. Tel. Crawley 437. (C1006)

**495** gns.—Rolls-Royce, 1934 20-25hp Hooper limousine, black, leather throughout, occasional seats, winding division, discs, good tyres, very carefully used, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1006)

## Rolls-Royce Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—Grosvenor House, 150, Park Lane, W.1 (Corner of Piccadilly). Grosvenor 3434. (C1006)

**J** MARSHALL. WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork; any condition. (C1006)

**J** MARSHALL, 869, St. Albans Rd., Watford, Tel. Ganton 2366. (C1006)

**PHANTOM III** wanted, owner-driver body preferred.—Box 2222. (C1006)

**WANTED**—Post-war Rolls-Royce or Bentley.—Magg, Oakley Court, Windsor. (C1006)

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube) N.W.3. Ham. 6041. (C1006)

**PERFORMANCE CARS** urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 5841. (C1006)

**WE** are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton 69, Westow St., Crystal Palace, S.E.19. Livingstone 3362. (C1006)

**THE SOUTHERN MOTOR CO.** is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, Nr. Crawley, Sussex. Crawley 437. (C1006)

**A&S** urgently require 25/30hp Saloons with boot, also privately owned 25/30hp Limousines, details please. Alpe & Saunders, Providence Court, North Audley Street, Mayfair 2941. (C1006)

**JACK OLING & Co., Ltd.** officially appointed retailers and repairers, buy good late cars.—15, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard off Elin Avenue, W.9. Tel. Cunningham 5936-7-8. (C1006)

**CHARLES FOLLETT, Ltd.** officially appointed retailers and repairers, buy good late cars.—15, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard off Elin Avenue, W.9. Tel. Cunningham 5936-7-8. (C1006)

**ROLLS-ROYCE SPARES AND SERVICE** JACK BARCLAY, Ltd., LARGEST official repairers Rolls-Royce cars. SERVICING or overhauls. COACHWORK renovations and accident work. LARGE stocks of spares. WORKS: Lombard Rd., Merton, S.W.19 (close 8th. Wimbledon Tube). Liberty 7222 (3 lines). (C1006)

**CHARLES FOLLETT, Ltd.** officially appointed retailers and repairers, buy good late cars.—15, Berkeley St., W.1. Mayfair 6266.—Service works and stores: Barnsdale Yard off Elin Avenue, W.9. Tel. Cunningham 5936-7-8. (C1006)

**SPARE parts.** SERVICE: Barnsdale Yard off Elin Avenue, W.9. Tel. Cunningham 5936-7-8. (C1006)

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**SPARE parts.** SERVICE: Barnsdale Yard off Elin Avenue, W.9. Tel. Cunningham 5936-7-8. (C1006)

## Rolls-Royce Spares and Service

**A** LL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (C1006)

## ROVER 10

**G** ATHOUSE offer:—

**1947** Rover 10 saloon, black, one owner, heater, second engine, excellent condition; £535.—Gathouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 444. (C1006)

**CAMDEN MOTORS** for Rovers.—1946 10hp saloon de luxe with sunroof, spotlessly clean coachwork with a fine performance; £495.

**CAMDEN MOTORS** for Rovers.—1940 10hp saloon, full de luxe 4-door model with sunroof and excellent quality leather upholstery; a carefully used car in very nice mechanical order, £395; other 10hp saloons from £195 and a special 10hp Sportsman's 4-light saloon with projecting rear boot, late pre-war series at £375.

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays; write for catalogue. (C1006)

**1940** model Rover 10, black, a really outstanding specimen car, immaculate throughout; £345.—Kirkdale Cars, Cobbs Corner, Svdnam. S.E.26. Svdnam 6129. (C1006)

**295** gns.—Rover 18, 1940 model 4-door saloon, sliding head, leather, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1006)

## ROVER 12

**DICKS.** Rover 12 saloon, unused considerable period; £425.

**DICKS** CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1006)

**H A. SAUNDERS**, Ltd. (Oct.) Rover 12hp sun roof saloon, black with brown leather, heater and loose covers; £475.—3-7, Euston Rd., N.W.1. Euston 4511. (C1006)

**HENDON CENTRAL GARAGE, Ltd.** offer:—

**1946** (October) Rover 12 saloon, taxed, immaculate condition throughout; £495.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. (C1006)

**ROVER 12** 1938 sports saloon, immaculate coachwork, disc discs, black, excellent mechanical condition; £375; 3 months' guarantee; terms, exchanges.—Tudor 8075 or Pitayor 0293. (C1006)

**CAMDEN MOTORS** for Rovers.—Choice of 4 post-war 12hp saloons and sports saloons, 1946, 1947, from £450; also late pre-war models from £295; all guaranteed cars; call, write or phone for details:—

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041; open till 8 p.m. Mondays to Saturdays. (C1006)

**BRUTONS, Ltd.**—Rover 12 1939 4-light sports saloon, grey, blue interior, reconditioned throughout in our own works at cost of £200.—13-14, Osten Mews, Empress Gate, S.W.7. Fremantle 0342. (C1006)

**395** gns.—Rover 12, 1946 saloon, sliding head, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C1006)

**£525** impeccable condition associated with weekend motorists and highly trained chauffeurs, bodywork as new, interior excellent and chassis 100 per cent; this is the finest that you can see; 3 months' guarantee; hire purchase, exchanges. (C1006)

**AMBS, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C1006)

**1946** (October) Rover 12hp saloon, finished in the original and unblemished black with brown leather interior, the appearance of this car is really superb and far above average, mechanically in excellent condition and exceptionally quiet, we have just fitted a new heater and sprayed the underchassis with Rubbersal, the battery is almost new and the tyres are excellent; a genuine specimen offered at £495; also a similar model 10hp. (C1006)

**MAIDSTONE ENGINEERING CO.** Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C1006)

## ROVER 14

**DICKS.** Rover 14 sports saloon, attractive car; £225.

**DICKS** CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (C1006)

**£495** 11—Rover 14 saloon de luxe, 1946, black, silent, economical performance. (C1006)

**CAMDEN MOTORS**, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C1006)

**1946** (November) sports saloon, black, brown leather, extra; excellent condition; £465.—Robbins, East Putney. Tel. 4581. (C1006)

**£385** 11—Magnificent Rover 14 de luxe saloon; look at this car, its like brand new inside and out; drive it, it feels like a post-war model, no one looking at or driving this vehicle could possibly believe it's 10 years old; Belvoir 2900. (C1006)

**AMBS, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C1006)

## ROVER 16

**ROVER 16** sports saloon, beautiful condition, recently had its first rebore, private sale, 1937; £220.—Derby 48665. (C1006)

**GUY ALFRED & Co., Ltd.**—1938 Rover 16 saloon, one owner, private owner since new, complete history, radio extras.—6-7, Warren St., W.1. Euston 3268. (C1006)

## ROVER 16

**£265**—1938 Rover 16 de luxe saloon, exceptionally clean condition; £30 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6491. (C1006)

**£390**—1947 (Nov.) Rover 16 4-light 4-door sports saloon, radio, heater, colour black, unmarked.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester 6. Cash or terms. Tel. 1924 Cheetham. (C1006)

**£385** 11—Magnificent Rover 16 sports saloon, just completed £100 overhaul including rebored engine, reined brakes, steering, springs, etc., this vehicle is so magnificent no one could possibly believe it's 14 years old, looks and runs even better than a 1947 model; 3 months' guarantee; hire purchase, exchanges. (C1006)

**AMBS, Finchley Showrooms**, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C1006)

## ROVER 20

**1939** Rover 20 sports saloon, black/brown leather, one owner since new, an outstanding example of how well a car can be kept; £355.—Clarke & Simpson, Ltd., 49, Sloane Sq., S.W.1. Sloane 4727. (C1006)

## ROVER 60 &amp; 75

**NEWHAMS, Ltd.**

**1952** Rover 75 saloon, black, loose covers, carefully used; £595.

**NEWHAM HOUSE**, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C1006)

**COX'S OF LEICESTER!!!**

**COX'S**—Specialists in carefully used Rovers. Largest selection.

**COX'S**—1950 Rover P.4, black with green leather, fitted radio and heater, low mileage, faultless condition; £355.

**COX'S**—1951 Rover P.4, black with red leather, fitted heater, and screenwashers, immaculate condition, 23,000 miles; £350.

**COX'S**—1952 Rover P.4, faultlessly finished in black, red hide upholstery, 22,000 miles; £365.

**COX'S** have several other fine examples of Rover cars for your choice.

**CASH**, terms, exchange. (C1006)

**COX'S MOTORS (LEICESTER), Ltd.**, 11/15, Conduit St., Leicester. Tel. 60319. (C1006)

**SAUL & SLATTER, Ltd.** offer:—

**1951** Rover 75, radio, heater, finished bottle green, one owner; £360.—44-46, Alderman's Hill, N.13. Tel. Palmers Green 3631-2-3. (C1006)

**OVERSEAS CARS, Ltd.** offer:—

**1951** Rover 75, black, red leather, radio and heater, 21,000 miles, in exceptional condition; £315; for other Overseas car bargains see page 33.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. (C1006)

**DENHAM GARAGE (ESHER), Ltd.** offer:—

**1950** (Sept.) Rover P.4, blue with blue leather, one fastidious owner from new, exceptional condition throughout, fitted with heater and demister, H.M.V. radio; £785.—Portsmouth Rd., Esher, Surrey. Esher 3560. (C1006)

**COOMBS & SONS (GUILDFORD), Ltd.** offer:—

**1953** Rover P.4, black/red leather, mileage 4,000; £1,025.

**1952** Rover P.4, green with grey leather, radio, 12,000 miles; £375.

**COOMBS & SONS (GUILDFORD), Ltd.**, Portsmouth Rd., Guildford. Guildford 6297-8-9. (C1006)

**1951** Rover P.4 saloon, black, one owner; £395.

**GORDON CARS (LONDON), Ltd.**, 373, Euston Rd., London, N.W.1. Eus. 6611. (C1006)

**1953** Rover 75 saloon, 7,000 miles.—Weybridge 600. (C1006)

**1952** (Oct.) Rover 75 sal., blue, 13,000 miles, one owner, H.M.V. radio, as new; £1,025.

**TICKFORD, Ltd.**, 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (C1006)

**1954** model Rover 75 saloon, as new; 1,400 miles; offers.—Hardacre, Lydney. Tel. 40. (S182)

**1953** Rover 75, black, heater, steering column gear change, 242 miles only.

**TOBY MOTORS**, Regent Rd., Gt. Yarmouth, 3273-4. (C1006)

**1951** Rover 75, black, brown leather, excellent condition; £375.—Odeon Motors, Ltd. Barnet 1144. (C1006)

**1951** Rover 75 saloon, black/tan leather, H.M.V. radio, 19,700 miles; £350.—J. Fricker, Ltd. Park 5077. (C1006)

**1953** Rover P.4 saloon, black, grey leather, extras, 6,000 miles, superb condition; £1,085.—Robbins, East Putney. Tel. 4581. (C1006)

**1948** Rover P.3 75 6-light saloon in lovely order; first £550 or near offer secures.—Wadham Garages, Ltd., Weston-S.-Mare. Tel. 269. (C1006)

**1951** Rover 75, fitted radio, excellent condition; £395.—Dunham & Haines, 26, Castle St., Luton, Beds. Luton 2100. (C1006)

**1951** (October) Rover 75, black, radio, heater, covers; £355; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4468. (C1006)

**1951** (September) Rover 75, colour black, red interior, fitted heater, loose covers, guaranteed mileage 7,900, unblemished; £550 or exchange.—Bowles, 18, Elm Park Court, Pinner. Tel. 360. (C1006)

**ROSE & YOUNG, Ltd.** offer:—1948 Rover 75 saloon, exceptional condition, fitted radio; £550.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (C1006)

**XXX** 1950 (September) Rover 75 P.4 saloon, black with red leather, heater, one private owner, quite immaculate, written guarantee; £705, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C1006)

## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**1953 ROVER 60 & 75**  
Rover 75, 12,000 miles, chauffeur maintained and quite unmarked; £595.—Rover Distributors, Elliotts of Bideford, Tel. 744. [4052]  
**£666**—1948-9 Rover 75 de luxe saloon, a typical Rover enthusiast-owned motor car, beautifully and meticulously maintained and the finest we have had; 3 months' guarantee; hire purchase, exchanges.  
**LAMBS**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 5221. (East Finchley Underground.) [C2052]

## LAND-ROVER

**OFFERED BY:—**  
**EVANS (WIMBLEDON), Ltd.**—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163/4. [5111]  
**HARVEY HUDSON, Ltd.** (The Land-Rover Specialists), offer:—  
**1952** Land-Rover, 5,000 miles, one owner, condition comparable with new; £495.—Harvey Hudson, Ltd., Woodford, London, E.18. Wanstead 0056. [C2039]

## Land-Rover Cars Wanted

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

**HARVEY HUDSON, Ltd.** (The Land-Rover Specialists), wish to buy Land-Rovers.—Woodford, London, E.18. Wanstead 0056. [W2039]

## ROVER MISCELLANEOUS

**HENLYS, Ltd.**  
**HENLYS**'s Largest Rover Distributors.  
**DEVONSHIRE House**, Piccadilly, W.1. (Grosvenor 2287.)  
**HENLY House**, 395, Euston Rd. N.W.1. (Euston 5443.)  
**DEPOTS at:—**  
**MANCHESTER** (Blackfriars 7845).  
**BRISTOL** (Bristol 21326).  
**BOURNEMOUTH** (Bournemouth 6314).  
**NORTHAMPTON** (Northampton '907).  
**CAMBERLEY** (Camberley 77).  
**HOUNSLOW** (Hounslow 3454).  
**FINCHLEY** (Finchley 0081).  
**GREAT WEST ROAD** (Ealing 3477).  
**CAMDEN TOWN SERVICE STATION** (Gulliver 4141).  
**HENLYS, Ltd.**, England's Leading Motor Agents. 10029/R  
**BEARTS of Kingston**, Rover Specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348. [10080/R]

## Rover Miscellaneous Cars Wanted

**C. THE CAR MART, Ltd.**, wish to purchase Rover cars.—159, Park Lane, W.1. Grosvenor 3434. [0971/R]

**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

**COOMES & SONS (GUILDFORD), Ltd.**  
**URGENTLY** wanted, good condition post-war Rover cars; offers appreciated.—Fortsmouth Rd., Guildford, Tel. 62907. [10642/R]

**REQUIRED**, good used Rover.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

**BLAKES**, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 8622. [17736]

**POST-WAR** Rover wanted; please send details to—Gordon Wooderson, 48a, Drewstead Rd., S.W.16, Streatham 8638. [W4059]

**R. P. POWELL MOTORS, Ltd.**, East London area dealers.—Good used Rover cars required.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [10456/R]

## Rover Spares and Service

**LEATHWOOD'S GARAGES, Ltd.**, 203, St. James's Rd., Croydon, Tel. 1222. Main Rover dealers for Croydon. [10219/R]

**COLLIVER-FISHER, Ltd.**, unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 44 lines. [10009/R]

**LIGHT PARK MOTORS, Ltd.**, Datchet, Slough. Buicks. Rover distributors for spares and specialised service.—Tel. Datchet 84. [10047/R]

**R. P. POWELL MOTORS, Ltd.**, East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. [10518/R]

**BARKING**.—For full stocks of spares and genuine service for Rover owners come to Alton's Garage, Ltd., 105-7, Longbridge Rd. Barking. Tel. Rippelway 1265. [10518/R]

**DAVID ROSENFELD, Ltd.**, Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester 8. Tel. Barmingham 2302. [10555/R]

## SIMCA

**LATEST** type Simca Aronde saloon, 2,800 miles only, just run in, show model.—C. V. Rushmer, 39, Holland Park, W.11. Park 5731. [C3061]

## SINGER

**1950** (July) Singer 1500 saloon, indistinguishable from new; £495.—Autowork Ltd., Winchester. Tel. 4854. [C1010]

## SINGER

**B. J. HUNTER, Ltd.**, offer:—  
**1951** Singer S.M. saloon, recent check-over, positively unmarked; £550.  
**B. J. HUNTER, Ltd.**, 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040]

**H. A. SAUNDERS, Ltd.**, offer:—  
**1952** Singer 9 Roadster, black with beige upholstery, recorded mileage 15,600 miles; £445.  
**836**—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

**1953** Singer S.M.1500 saloon, 4,000 miles; £725.  
**1950** Singer S.M.1500 saloon, excellent condition; £495.  
**GORDON CARS (LONDON), Ltd.**, 373, Euston Rd., London, N.W.1. Eus. 6611. [C2025]

**1949** super 10 sunroof saloon, black, an immaculate above average one-owner car; £365.  
**H. A. SAUNDERS, Ltd.**, 144, Golders Green Rd., N.W.11. Speedwell 2011. [C4004]

**1952** Singer 1500 saloon, black/beige vinyl, loose covers, 11,300 miles; £575.—J. Fricker, Ltd. Park 5077. [C2016]

**425** gns.—Singer 9, 1951 4AB sports roadster, red, glass sidecreens, i.f.s., excellent condition; terms; exchanges.—Rowland Smith, below.  
**325** gns.—Singer super 10, 1947 saloon, sliding head, leather, carefully used, exceptional condition; terms; exchanges.—Rowland Smith, below.  
**145** gns.—Singer 9, 1936 de luxe 4-door saloon, sliding head, leather, very good condition; terms; exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

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## SPORTS CARS

**BERT MASON.**  
**£65**—Jaguar 2½-litre sports saloon.  
**£85**—M.G. sports coupe, 8hp, J type.  
**£135**—Singer 1½-litre sports 4-seater.  
**£125**—Humber 12hp drop head coupe.  
**£125**—Hudson special sports, Bertelli coachwork.  
**£135**—A.C. Greyhound sports saloon.  
**£185**—Talbot 10 sports 4-seater, immaculate.  
**£175**—M.G. 2-litre sports saloon.  
**OUR** usual large selection of Jaguars of all types  
**MANY** others; hire purchase on every vehicle; open till 10 p.m.  
**BERT MASON SPORTS CARS**, 77, Cricklewood Rd., Clapton, E.5. Amherst 1814. [C3075]

**B & G MOTORS offer:—**  
**£138**—Singer 9 open sports 4-seater, immaculate grey finish, twin carbs, 4 speeds, knock-on wheels, etc., etc.  
**£115**—Wolseley Hornet 12hp open EW special 4-seater, twin carbs, 4 speeds, etc., etc.; goes like a rocket.  
**£125**—M.G. 12hp open sports 4-seater, green, good hood, etc.; fast and attractive car.  
**£105**—Wolseley Hornet 12hp open sports 4-seater, black and red, twin carbs, knock-on wheels, 4 speeds, etc.  
**£85**—B.S.A. Scout 9hp 1935 open sports 2-seater, grey, slab tank, excellent appearance and goes extraordinarily well.  
**£78**—Wolseley Hornet 12hp open sports 2-seater, nice green cellulose, unusually pretty lines.  
**£25**—Humber Snipe 24hp saloon, in excellent order, first remittance secure, ready to go anywhere.  
**MANY** others; terms.—B. & G. Motors, Early News, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1011]

**ROWLAND SMITH'S for Sports Cars.**  
**545** gns.—M.G. Midget, late 1951







## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## Standard Miscellaneous Cars Wanted

**C**  
**M**  
THE CAR MART, Ltd., wish to purchase Standard cars—150, Park Lane, W.1. Grosvenor 3434. (0973/R)

**R**  
ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Standard—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

**M**  
MARSTON MOTOR CO., Ltd., for your Standard—Tel. Sta. 8000—Seven Sisters Rd., Tottenham, N.15. (0181/R)

**KJ**  
MOTORCARS, for spares, reconditioned units. Girling agents—Bromley, Kent. Rav. 3456. (0367/R)

**STANDARD** spares and replacement units—John Kaye (Leeds) Ltd., New York Rd., Leeds. Tel. 29439. (0301/R)

**STANDARD** spares all models from 1935: replacement units; complete overhauls, recollaring—Puttucks, Ltd., Alexandra Terrace, Guildford, Tel. 3391. (0425)

**STANDARD** spares all models from 1934 by return of post; genuine factory replacement engines 1938 onwards; quote commission number when ordering.

**WHITE'S GARAGE**, Ltd., Standard and Triumph Distributors, Grimsby, Tel. 5486. (0475/R)

**STANDARD** and Triumph spares and service, replacement units—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath, Tel. 1666-7. (0499)

**BARKE'S MOTORS (LONDON)**, Ltd., (Tel. Balham 8866) 6666) Standard spares, sales and service—209 Balham High Rd., S.W.17. (0522)

**MARGAIE**, Kent, Service and spares for all models. Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Throat 20465. (0425)

**STANDARD** spares for all models, largest provincial stockists—Hollingshead Automobile Co., Ltd., Stockport (Tel. 4464), and Prince's Drive, Colwyn Bay (Tel. 3322). (0359/R)

**LANKESHER ENG. CO.**, Ltd. (distributor in Surrey since 1911)—Full range of spares, phones, write or call; orders dispatched immediately—36-43, Eden St., Kingston Ktn. 3151-4. (0286/R)

**HALLS (FINCHLEY)**, Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned standard exchange engines from 1939 onwards; guarantee three months; Girling and Bendix stockists—Arcadia Ave. Finchley N.3. Finchley 1908/9. (04018/R)

## STEYR

**1953** Steyr, 1937 18/55 supercharged sports roadster, streamlined body, concealed hood, independent suspension; terms; exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (04018/R)

## STUDEBAKER

**1938** Studebaker saloon 28hp, good condition, any trial; best offer over £200—Claygate 5840. (0505)

**1936** Studebaker saloon, excellent condition, overdrive, amazing value; £751! A. Z. Motors, Palmerston Rd., N.W.6. Mat. 4723. (0101)

**1953** Studebaker Champion Regal Starlight coupe (actual Nov. Motor Show model), ivory and blue, hydramatic, etc., etc., 600 miles, perfect; £2,250—Jackson, 2, Bargeat, Southampton, Tel. 3220 or 6814. (0477)

**1949** Studebaker Champion convertible, radio, heater, power-operated hood and overdrive, beautiful condition; £695—Taylor & Crawley, Motor Crescents Mews, Hyde Park Corner, S.W.1. Tel. 5213. (04056)

**1952** right-hand drive Studebaker Commander V.8 ohv engine, Starliner, hardtop coupe, radio, overdrive, fresh, green-wash, maroon and cream, low mileage, magnificent car and economical—20, Leamington Rd., Coventry, Tel. 65223. (4886)

**LUXURY** fixed Studebaker overdrive, clutchless rear change, free-wheel, remarkably silent bodywork, engine and transmission, recently serviced by makers, overhauled and re-typed, 1957 model; lowest £140—Box 2683. (5165)

**1951** Studebaker Commander, V.8 engine, convertible, hydramatic driver, power-top, radio and heater, fog lamp, spotlight and other numerous extras, light blue, Studebaker's most expensive car—Joe Thompson Motors, Ltd., 97, Fulham Rd., South Kensington S.W.3. Ken. 4858. (04028)

## Sunbeam Spares and Service

**COMPLETE CAR SERVICE**, Ltd.—Sunbeam spares service—Shandon Garage, Abbeville Rd., S.W.4. Tel. 4505. (0975/R)

**REPAIRS**, parts, reconditioned guaranteed gear-boxes, shock absorbers—10, Winchester Mews, N.W.3. Pri. 6159. (0622)

## SUNBEAM-TALBOT

**CAR MART**, Ltd., Sunbeam-Talbot 90 saloon: £595—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (01039)

**MERCURY** offer—**1934S**—1948 Sunbeam-Talbot 10 open 4-seater, in excellent condition, one owner, works replacement engine fitted 1953.

**1926S**—1940 Sunbeam-Talbot 10 open 4-seater, re-sprayed, excellent all-weather equipment, smart car.

**1927S**—1937 Talbot 10 sports saloon, one owner 18 years, excellent condition.

**TERMS** and exchanges with pleasure.

**MERCURY MOTORS**, Universe House, 624-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. (03013)

**METROPOLITAN MOTORS**, Hillman, Sunbeam-Talbot, Commer.

**1951** Sunbeam-Talbot drop head, one owner perfect; £650—Metropolitan Motors, Horn Lane, Acton W.5. Acton 564. (4874)

## SUNBEAM-TALBOT

**B. J. HUNTER**, Ltd., offer—**1951** Sunbeam-Talbot saloon, fast and luxurious; £625.

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (02040)

**HAROLD SIMONS**, Ltd., offer—**1950** Sunbeam-Talbot 90 saloon, 10,000 miles, one owner, black, brown leather, sun roof, spot light, an excellent car throughout; £675—Below.

**1951** Sunbeam-Talbot 90 saloon, 16,000 miles, sun metal, sun roof, spot light, a well maintained car; £695; 3 months' written guarantee; free service after sale; exchanges, deferred, trade enquiries welcomed—Errol Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 5 minutes Trolley East Finchley Tube), Finchley 0052-53. (04065)

**CHARLES FOLLETT**, Ltd., offer—**1952** Sunbeam-Talbot 90 sal., green, red leather, radio and heater, one owner, 26,000 miles, fully serviced and guaranteed, extremely good order; £745, Berkeley St., W.1. Mayfair 6266. (04018/R)

**18**, Berkeley St., W.1. Mayfair 6266. (04018/R)

**SERVICE**, Works and Stores: Barnsdale Yard, off Elgin Ave., W.3. Cunningham 5936. (04010)

**WARWICK WRIGHT** Ltd., offer—**1952** Sunbeam-Talbot 90 saloon, heater, black, 17,000 miles, £795; another in sapphire blue, similar mileage.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. (04045)

**GUY SALMON AUTOMOBILES**, offer—**1954** (series) Sunbeam-Talbot 90 saloon, Alpine mist/red leather, 500 miles only; £1,050.

**1952** Sunbeam-Talbot 90 saloon, black/red leather, heater, four new Dunlop tyres, a perfect example; £785.

**1950** Sunbeam-Talbot 90 saloon, black/brown leather, 21,000 miles, Marchal headlamps, extremely good condition throughout; £595—Portsmouth, Thames Ditton, Embrook 5551-2-3. (04001)

**PETER BANTOCK CAR SALES** offer—**1948** Sunbeam-Talbot 10 saloon, 31,000 miles, in exceptional condition throughout; £450—104, Chiswick High Rd., Chiswick 2725/5870. (01014)

**Chipstead Motors**, Ltd.—See our advertisement under Sports Cars. (01046)

**1950** Sunbeam-Talbot 90 saloon, one owner, 32,000 satin bronze, excellent condition; £550—Box 2607. (4875)

**GUY ALFRED & Co., Ltd.**—1951 Sunbeam-Talbot 90, indistinguishable from new—6-7, Warren St., W.1. Euston 3268. (01043)

**1950** (July) Sunbeam-Talbot 90 convertible, black, heater, new tyres, immaculate condition; £535—Arnold 3811, evenings. (5024)

**1951** Sunbeam-Talbot, big engine, immaculate condition, extras, one owner; £750 o.n.o.—Tel. Radlet 6739. (5098)

**SALE**, Sunbeam-Talbot 90, new Oct. 1951, good condition, heater and radio; nearest offer to £600—Apply Taylor, 3, Wards End, Haltham. (01043)

**1951** (Dec.) Sunbeam-Talbot 4-door saloon, main-tained by us since new, one owner 14,600 miles; host of extras: £785—Fuzzie, Bushey Heath, Herts. 1985. (08017)

**1953** Sunbeam-Talbot 90 saloon, black with red leather, guaranteed mileage 8,641, very carefully used, in new condition; £855—Herbert Robinson, Ltd., Cambridge, Tel. 4461. (4973)

**1951** series Mark II 90 saloon, Alpine mist, H.M.V. radio, heater, fog, hamelthorpe, screen sprays, numerous extras, 1953 wheels, Alfin drums, taxed; £635—Leicester 66007. (5044)

**1944** 11—Magnificent 1948 series Sunbeam-Talbot 10 drop head four-seater coupe, specimen condition, owned by wealthy enthusiasts, who spared no expense on this vehicle; 3 months' guarantee; hire purchase, exchanges.

**ALBES**, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 5221. (East Finchley Underground.) (02052)

**1950** Sunbeam-Talbot 90, colour grey, in excellent mechanical order, body in good condition throughout, complete with heater and windscreen washers; £525 o.n.o.—John Whalley, Ltd., London Rd., Bishop's Stortford, Tel. 181-2. (04051)

**1952S**—Sunbeam-Talbot 90 saloon, green, beige interior, 34,000 miles, 1949 model, radio, quite the most immaculate and original specimen offered—Elm Automobles, 68, Hartfield Rd., Wimbledon, S.W.19. Wimbledon 4525. (02067)

**SUNBEAM-TALBOT** 1940 (July) Thrupp & Maberly 5-litre black sports saloon, lawn hide, v.e. throughout, beautiful lines and outstanding quality with top performance, 20mpg minimum, trial welcome; £295—Morris, Shawcross, Shaw Close, Sandstead, Surrey, Tel. Sandstead 2827. (4874A)

## Sunbeam-Talbot Cars Wanted

**R**  
**ROOTES**  
**DISTRIBUTORS**

**REQUIRE** modern low-mileage Sunbeam-Talbot cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411).

**MANCHESTER**—129, Deansgate (Blackfriars 6677).

**MAIDSTONE**—(Maidstone 3353).

**CANTERBURY**—(Canterbury 3352-1).

**ROCHESTER**—(Chatham 2231).

**WROTHAM** Heath—(Borough Green 4).

**ROOTES**, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (01011/R)

**PRIVATELY** owned 5-Talbot 90—5, Brae Court, Kirtz, on Hill, Surrey, Tulse Hill 2763. (W2037)

## Sunbeam-Talbot Cars Wanted

**C**  
**M**  
THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars—320, Euston Rd., N.W.1. Euston 1212. (0516/R)

**R**  
ROWLAND SMITH'S, The Car Buyers. Highest cash prices for Sunbeam-Talbot—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

**R**  
REALLY good second-hand Sunbeam-Talbot required.—Cobb, 30, Harley House, N.W.1. (W1095)

**BARTLETT** will pay more for good Sunbeam-Talbots.—27a, Pembridge Villas, W.11. Bayswater 0523. (W1013)

**F**  
FULL value paid for Sunbeam-Talbot or similar, trade or privately—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

**URGENTLY** required, 1950 Sunbeam-Talbot 90 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (4662)

**BIRMINGHAM** and Midlands—Low-mileage Sunbeam-Talbot modern cars, required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. (0089/R)

**CRIPPS** of Nottingham, urgently require all recent C models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. (0465/R)

## TALBOT

**TALBOT** 75 18hp 1935 model sun saloon, black, many extras, very good car, any trial; £70—Cheeseman & Edwards, Ltd., Caterham 1956. (4969)

**1938** Talbot 10hp drop head coupe, excellent order; £195; terms, exchanges—H. Rose, The Lynch Garage, Uxbridge, Middx. Tel. Uxbridge 122 (opp. G.P.O.). (03055)

## Talbot Cars Wanted

**ROWLAND SMITH'S**, The Car Buyers. Highest cash prices for Talbot—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

## Talbot Spares and Service

**L**  
ARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Olney Hill 0182. (094-R)

**JOHN BLAND** for pre-war Talbot spares and repairs: many spares manufactured including water pumps, water manifolds, oil filters, etc.; exchange service; splined wheel hubs—27 Southfields Rd. S.W.18. Vandyke 1617. (0896/R)

## TRIUMPH

**DICKES**, **1948** Triumph 1800 coupe, late property of en-aver; £325. (01072)

**DICKES CAR SALES**, Ltd., 385-401, High Rd., K10, burn, Maida Vale 6888-9. (01072)

**CAR MART**, Ltd., **1952** Triumph Renown saloon, heater; £750—Car Mart, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3454. (01039)

**SLOCUMES**, Ltd., **TRIUMPH** Renown, 1950, black with heater, fine order throughout with 3 months' guarantee; £585; part exchanges, terms—Dudden Hill Lane, Willesden 4868. (04017)

**B. J. HUNTER**, Ltd., offer—**1949** Triumph 2000 coupe, fine car, much above average; £325.

**1948** Triumph 1800 coupe, engine just overhauled; £495.

**B. J. HUNTER**, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (02040)

**AUTOMOBILIA**, Ltd., offer—**1951** Triumph Renown saloon, black, beige leather, heater, windscreen washers, low mileage, one owner, excellent condition; £625.

**PIPPBROOK** Garage, London Rd., Dorking 4304/3591. (01089)

**GUY SALMON AUTOMOBILES**, offer—**1949** Triumph 2000 Roadster, 26,000 miles only from new, exceptionally well maintained example; £550—Portsmouth Rd., Thames Ditton, Embrook 5551-2-3. (0400)

**AUTOMOBILE & AIRCRAFT SERVICES**, Ltd., **1953** Triumph Mayflower saloon, as new; £585.

**MARLBOROUGH WORKS**, Kenton, Tel. Wordsworth 7905 (5 lines). (01007)

**BERKELEY SQUARE HOUSE GARAGE** offer—**1952** Mayflower, blue upholstery, heater; £495.

**1952** Mayflower Comet, blue, heater; £495.

**BERKELEY** Sq., W.1. Grosvenor 4343. (5128)

**W. J. BROWN**, Ltd., established over 30 years

**1948** Triumph 1800 saloon, black, beige leather; £375.

**339** Finchley Rd., N.W.3. Hampstead 4414. (01025)

**1953** Mayflower 6,000, grey, perfect; £565—5, Goswold Ave. N.W.7. Hendon 1606. (4740)

**1951** Triumph Renown saloon, black, excellent condition; £625.

**GORDON CARS (LONDON)**, Ltd., 373, Euston Rd., London, N.W.1. Bus. 6611. (02023)

**1952** Mayflower black saloon, leather and heater, carefully used; £500—Campbell Symonds—Wembley 6262. (01057)

**1952** Triumph Mayflower saloon comet blue, leather, heater, genuine 6,000 miles, one owner, new condition; £515.

**X** **SERVICE STATION** Kingston Vale, J.W.15. (03069)

**1953** Triumph Mayflower, negligible mileage, spare under, £550 or exchange—Bowles, 18 Elm Park Court, Pinner, Tel. 360. (01085)

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**TRIUMPH**  
**£495**!!!—Triumph 2000 Roadster, 1949, metallic bronze cellulose, red leather, built-in heater, hood just recovered, first-class example.  
**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1035]  
**£575**—Triumph Renown saloon, 1951, grey, blue leather upholstery, immaculate condition throughout.  
**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2006]

**1949** 50 Renown saloons, choice of three from £450—K. J. Motors, Ltd., Bromley, Ravensbourne 3456-7-8-9. [5122]

**1953** Triumph Mayflower, one owner, immaculate; £510—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C5039]

**£575**!!!—Triumph Renown saloon, 1950/1 model but literally so beautiful has been mistaken for brand new model costing £1,100.—Below.

**£125**—Triumph 10 Vitesse sports saloon, excellent runner and good sound value; 3 months' guarantee; hire purchase, exchanges.  
**L. AMES**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C5052]

**1939** Triumph Dolomite 1½-litre 4-cylinder sports saloon, extremely attractive; £235 or £80 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**J. DAVY**, Ltd., offer.—Mayflower, 1952, one owner, low mileage; £535; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). [C1069]

**1948** (Feb.) Triumph 1800 saloon, black with beige interior, radio, heater, Ace Rimbella's, good tyres, beautiful car in every respect; £495.—Fin. 7900. [5071]

**1949** Triumph Roadster, grey/grey leather, excellent condition throughout, any inspection invited, 3 months' guarantee; £485.—Triumph Cars, Ltd., 94, North Side, Wendsworth Common, S.W.18. Vandyke 1168. [C4034]

**1953** (July) Triumph Renown, black, beige leather, radio, heater, and overdrive, 5,000 miles, one careful owner absolutely unmarked; £255 or terms and exchanges.—Ross Motors, Ltd., Regent St., Hincley, Leica. Tel. Hincley 558. [4970]

**£645**—(1952 (Feb.) Triumph Renown saloon, grey and red upholstery, fitted overdrive, radio, heater, screen washers, spot lamps, magnificent car; cash or terms.—Simin, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 2514 Cheetham. [4999]

**1937** Triumph Continental saloon, clean and sound but requires attention to engine, good oil pressure; £95.—Portland Sports Autos, Meadowhead Garage, Meadowhead, Sheffield, 8. Tel. 45212. Open Sundays. [5136]

**545**ens.—Triumph Mayflower 1952 saloon, jade green, fawn upholstery, heater, one owner, small mileage, exceptional condition; terms, exchanges; list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**Triumph Cars Wanted**  
**C. M. THE CAR MART**, Ltd., wish to purchase Triumph cars—320 Euston Rd., N.W.1. Euston 1212. [10074/R]

**R. ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**MAYFLOWER** or Wyvern, no dealers.—Hendon 9490. [4741]

**MARSTON MOTOR CO.**, Ltd., for your Triumph—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. [10182/R]

**XXX** H. P. Edwards offer immediate cash for good Triumph cars.—Details, please, to 28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W3001]

**BASIL ROY**, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan 7733. [10145/R]

**TRIUMPH** spares for all post-war models; largest provincial stockists.—Hollingsdale Automobile Co., Ltd. Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [10355/R]

**UTILITY CARS**  
**RAYMOND WAY**, of Kilburn.  
**RAYMOND WAY**, the hire-purchase specialists.

**1948** Jovett Bradford Utility, a very sound vehicle, excellent mechanical order, nearly new tyres, extremely economical; 1999s.

**HIRE** purchase terms on the spot with no references, no formalities or guarantors; part-exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.8. Maide Vale 8044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

**H. A. SAUNDERS**, Ltd.  
**1951** (Aug.) Austin A70 Estate car, new engine recently fitted, one owner; £585—£326-330, Euston Rd., N.W.1. Euston 4511. [4404]

**JACK STONE & SON** offer:—  
**1951** Austin Countryman; 1950 Ford 10, coach-built body; 1947 Ford 8, wooden body; 1947 Bradford & 5-seater; 1938 Packard 7 6-seater.—221, Upper Richmond Rd., Putney, S.W.15. Tel. Putney 1054-5, 2276-7. [C4021]

**1947** Armstrong utility, in good order, bargain price; £325.—John Whalley, Ltd., London Rd., Bishop's Stortford Tel 181-2 [C4051]

**UTILITY CARS**  
**ROY'S AUTOMOBILES**, Ltd.  
**£132** deposit.—1949 A40 Countryman, with radio; £395 cash.  
**£129** deposit.—1948 Minx estate utility Phase II; £385 cash.  
**£65** deposit.—1947 Ford 10 Utilecon, 8 seats; £195 cash.  
**£65** deposit.—1947 Bradford utility, 6-light; £165 cash.  
**£65** deposit.—1937 Packard 26 wooden utility; £165 cash.

**MANY** others, including good selection of vans, see Commercial column; terms and exchanges.

**ROY'S AUTOMOBILES**, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C5059]

**AUTOMOBILIA**, Ltd., offers:—  
**STANDARD** Vanguard estate car (Oct., '49), mint green, red leather, one owner, exceptional condition; £495.—Pippbrook Garage, London Rd., Dorking 4304-5891. [C1089]

**HAROLD SIMONS**, Ltd., offer:—  
**1952** series Hillman Minx Mark V estate car, grey, unblemished; £585; 3 months' written guarantee; free service after sale; exchanges, deferred trade enquiries welcomed.—Harold Simons, Ltd., 397-401, High Rd., East Finchley, N.2 (at North Circular Cross Rd., 3 minutes Trolley East Finchley Tube). Finchley 3052-53. [C4055]

**GLANFIELD LAWRENCE** offer:—  
**FORD** 5cwt utilecon, 12,000 miles, one owner, folding rear seats, fully lined, absolutely unmarked; £395.—407, High Rd., N.12. Finchley 0091. [C5053]

**BRADSTOCK MOTORS**, Ltd., offer:—  
**£375**—1949 Lea-Francis 14hp 4-door shooting brake, rear opening doors, a roomy and economical vehicle in excellent condition.—Chase Rd., Epsom. Tel. 653. [C1090]

**WARWICK WRIGHT**, Ltd., offer:—  
**1951** (October) Austin A70 Countryman, fawn, 26,000 miles.  
**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

**Chipstead Motors**, Ltd.—See our advertisement under "Sports Cars". [C1046]

**1952** (July) Standard Vanguard Estate car, 9,600 miles.—Weybridge 600. [C4023]

**1948** Morris Utilecon, excellent condition; £325.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. [13527]

**BRADFORD** utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R]

**1951-2** Austin A40, G.S.3 Countryman, low mileage, excellent condition; £485.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1248. [C2026]

**1952** Austin A40 as new, with Utility body fitted with folding seats; small mileage, one private rate owner, H.M.V. radio; offers over £490.—Write Box 2569. [4844]

**GUY ALFRED'S & Co., Ltd.**—1953 Ford Anglia utility, new and unregistered, advantageous price; 1950 Austin Hereford pick-up, as new.—6-7, Warren St., W.1. Euston 3268. [C1006]

**1948** Chevrolet de Luxe estate car, 35,000 miles, one private owner; £695.—Taylor & Crawley, Grosvenor Crescent Mews, Hyde Park Corner, S.W.1. Slo. 5215. [C4046]

**1950** Standard Vanguard utility in nice condition; a stupendous bargain at £135 down or £395 cash.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

**£465**!!!—1949 series Alvis 13 utility, fitted magnificent 4-door wood bodywork costing nearly £1,800 when new, fold flat seats, beautiful vehicle.—Below.

**£295**!!!—1946 (reg.) Ford V.8 with beautiful wood bodywork, large 7/8-seater if required.—Below.

**£145**!!!—1946 (reg.) Austin 10, fitted soft top at rear, excellent condition.—Below.

**£135**!!!—1937 Ford 8, fitted with wood utility bodywork; 3 months' guarantee; hire purchase, exchanges.  
**L. AMES**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C5052]

**END** of season clearance, 1946 (reg.) Austin 10 wooden utility, snip £150; also 1941 Ford V.8 22 utility, £150; also 1944 Hillman 10 utility, bargain, £125.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011]

**NEW** Fordson 10cwt estate car, 7-seater, fully loaded, seats 2610/5/10; £395, Hillman Minx estate car, 1948, 4-door bodywork, rear seat folding; £495, Austin A40 Countryman 1950, fitted with heater, loose covers, in good bodywork condition. [C1008]

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2006]

**745**ens.—Standard Vanguard (July, 1953) Phase II estate car, radio, heater, one owner, 5,800 miles, practically new; cost over £500; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**Utility Cars Wanted**  
**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R]

**WHY** accept less for your utility vehicle, estate car or shooting brake when you can get its full market value from  
**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [W2008]

**UTILITY CARS**  
**1947** Vauxhall 10hp saloon, black with brown upholstery, very nice condition; £370.  
**FERNISIDE MOTORS**, Ltd., Mitcham Rd., Croydon. The 1446-9. [5190]

**£145**—1938 Vauxhall 10 saloon; terms.—Autonipins, 5, Balham High Rd., Balham 1509. [C1009]

**VAUXHALL 10**  
**1940** Vauxhall 10, good condition; £255.—Wright, 162, Ramsden Rd., Balham, S.W.12. [5180]

**£385**!!!—1947 Vauxhall 10, new engine, coachwork unmarked.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. [C1058]

**1946** Vauxhall 10, reconditioned engine, bodywork spotless; must be tried to be appreciated.—Chapton Garage, Ltd., Ledbury Rd., W.11. Haywater 2949. [C1042]

**VAUXHALL 12**  
**W. J. BROWN**, Ltd., established over 30 years.

**1948** Vauxhall 12 sun saloon, blue, brown upholstery, radio, pass light, reconditioned engine, an extremely clean car; £385.

**1948** Vauxhall 12 sun saloon, blue/brown upholstery, radio, pass light, heater, reconditioned engine, an extremely clean car; £345.

**339** Finchley Rd., N.W.3. Hampstead 4414. [C1025]

**1948** Vauxhall 12, black, brown upholstery, exceptional condition; £390.  
**FERNISIDE MOTORS**, Ltd., Mitcham Rd., Croydon. The 1446-9. [5191]

**325**ens.—Vauxhall 12 (September, 1946) saloon, sliding head, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

**VAUXHALL 14**  
**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

**1948**—49 Vauxhall 14, black, brown leather; £395.  
**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford. Guildford 62907-9-9. [C1057]

**1947** Vauxhall 14 saloon, blue, immaculate condition throughout; taxed; £585.  
**MAGDALEN MOTORS**, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C5005]

**14hp** Vauxhall J type sal., one owner, black, new engine 700 miles ago, except, cond.  
**TICKFORD**, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3538. [C4029]

**1947** (November, 1946) Vauxhall J-type 14 saloon, black, brown upholstery, immaculate condition; £325.  
**FERNISIDE MOTORS**, Ltd., Mitcham Rd., Croydon. The 1446-9. [5192]

**£185**—1937 Vauxhall 14 drop head four-seater coupe, in nice condition; £70 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1042]

**£165**!!!—1957-8 Vauxhall 14 de luxe saloon, excellent bodywork, nice leather interior and 100% mechanically; 3 months' guarantee; hire purchase, exchanges.  
**L. AMES**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C5052]

**265**ens.—Vauxhall 14 1939 de luxe saloon, sliding head, leather, heater, excellent condition; terms, exchanges, list open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

**VAUXHALL 20**  
**£111**!!!—1935 Vauxhall 20 de luxe saloon, in magnificent condition for its age, beautifully maintained and will give years of service; 3 months guarantee; hire purchase, exchanges.  
**L. AMES**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C5052]

**VAUXHALL WYVERN**  
**ALWAYS**  
**VAUXHALL** Wyverns. A selection with a written guarantee and free after sales service at  
**NAYLOR & ROXTON**, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2258. [C3022]

**CAR MART**, Ltd.  
**1951** Vauxhall Wyvern saloon, radio, heater; £325. Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059]

**RUSSELL MOTORS** offer:—  
**1953** Vauxhall Wyvern, black, 8,000 miles only; £685.

**RUSSELL MOTORS (KNIGHTSBRIDGE)**, Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3065]

**D. J. SHEPHERD & Co (ENFIELD)**, Ltd., offer:—  
**SEPTEMBER 1950** Vauxhall Wyvern saloon, nominal mileage, green, brown leather interior, fitted heater, first-class condition throughout, one owner; £440.—D. J. Shepherd & Co (Enfield), Ltd., 436, Hertford Rd., Enfield Howard 1631. [C4009]

**1952** model one owner immaculate throughout; £575.—Below.

**1951** Vauxhall Wyvern, one owner, black brown leather, immaculate throughout; £485; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2085]

**1953** (December), about 120 miles; £715; no dealers.—Primrose 8159. [4526]

**1953** Vauxhall Wyvern saloon, 2,000 miles, heater, covers; £675.—J. Fricker, Ltd., Park 5077. [C2016]

**1953** Vauxhall Wyvern saloon, grey, only run 7,012 miles, newish condition throughout; £665 or part exchange.  
**E. J. BAKER & CO.**, Ltd. Dorking 3822. [5134]

**1953** Wyvern, grey red upholstery, one owner, immaculate, taxed, 3,500 miles; £695.—J. J. Motors, Ltd., Bromley Rav. 3456. [3434]

**1950** Vauxhall Wyvern, one owner, very carefully used car; £465.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

**1953** Wyvern, latest model, unused; owner will sell at list price owing to change of plans.—"Orchard Hill", The Common, Berkhamsstead. [5505]

**1951** Vauxhall Wyvern, one owner, faultless; £545.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## VAUXHALL WYVERN

**1952** (Oct.) Wyvern, green, wireless, heater, mirrors, male, covers, mascot, low mileage, absolutely showroom condition. £625.—Locks. Tel. Larkwood 2848 [C4538]

**1953** Vauxhall Wyvern, low mileage, black, radio, heater, covers, taxed, £695.—Halls (Finchley), Ltd., Odson Parade, North Finchley, London, N.12, Tel. Hillside 1044. [C5116]

**£465** 1950 Vauxhall Wyvern saloon, specimen condition, genuine small mileage and unrepentable at this price; 3 months' guarantee; hire purchase, exchanges. [C2052]

**AMBS**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

## VAUXHALL VELOX

## BM

**1950** Velox faultless mechanically, being a one-owner car with genuine mileage, unmarked black cellulose and chrome interior, fitted heater, we offer this enviable car at £450 at which figure it represents value second to none; terms, exchanges.—Beverly Motors, Beverley Rd., Highams Park, London, E.4, Larkwood 7206 or 2051. [C1086]

## ALWAYS

**VAUXHALL** Velox. A selection with a written guarantee and free after sales service at

**NAYLOR & ROOT**, Ltd., 25, East Hill, Clapham Junction, S.W.11. Batt. 2252. [C3092]

## RAYMOND WAY.

**RAYMOND WAY**, of Kilburn.

**RAYMOND WAY**, the hire-purchase specialists.

**1952** February Vauxhall Velox saloon, in very nice, attractive colours, one owner only, 21,000 miles, radio and heater, an excellent example of this very popular model. [C1086]

**HIRE** purchase terms on the spot with no references, no formalities or guarantors; part-exchange on your present motor, cycle or car; always 200 cars under £400 to choose from.

**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6, Maida Vale 5044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C3047]

## SLOCOMBES, Ltd.

**VELOX** 1952 model, dark blue; open to any inspection and with 3 months' guarantee; terms, exchanges; £595.—Dudden Hill Lane, Willesden 9869. [C3017]

**1952** Velox, 11,000 miles, heater, one owner, £645.—Pickett, Harold Rd., Margate, Thanet 20491. [C5056]

**1953** Velox, Aug. 25, 1953, black, red interior, 3,000 miles, as new, £750; terms.—A. E. Palmer Motors, Ltd., Luton 4212. [C5152]

**1950** Vauxhall Velox, black, an excellent vehicle throughout; £440.—Smith & Hunter, 376, Kensington High St., W.14, Western 3312. [C4019]

**VELOX**, 1952, one owner, 14,500 miles, taxed, insured; £615.—Henderson, 134, Huntingfield Rd., Putney, Prospect 3689. [C5055]

**1952** Velox, 11,000 miles, radio, heater, many extras, immaculate; £670.—39, Elms Rd., S.W.4, Macaulay 2750. [C5016]

**1951** E type Vauxhall Velox finished beige—Arlington Motor Co., Ltd., High Rd., Watlington Cross, Herts. Tel. W.X. 2760. [C3292]

**1951** owner, 21,000 miles, immaculate; £525.—K. J. Motors, Ltd., Bromley, Rav. 3456-7-8-9. [C5121]

**£735** June, 1953, Velox, heater and screen washer, one owner, 6,000 miles, guaranteed.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. [C1028]

**1950** Velox, black, heater, immaculate throughout, one owner, unbeatable value; £455, guaranteed.—Kirkdale Cars, Cubbs Corner, Sydenham, S.E.26, Sydenham 6122. [C5066]

**1953** Vauxhall Velox, fitted radio, heater, fitted new type bonnet fastener, 5,000 miles only; £785.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

**1949** Vauxhall Velox saloon, black, fawn leather, one owner, low mileage, excellent condition, guaranteed, £460.—Kings Motors, 1, High St., Hounslow, Tel. 3352. [C3049]

**1953** (November), green and beige, fitted heater and many extras, immaculate, 1,400 miles only; £775.—M. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]

**1951** Velox, one owner, excellent condition throughout; £475; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035]

**£455** 1950-1 Vauxhall Velox saloon, speedometer reads 17,000, whole vehicle looks as though it had only done 5,000 miles; 3 months' guarantee; hire purchase, exchanges. [C2052]

**AMBS**, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

**1948** (December) Vauxhall Velox, black with brown leather interior, immaculate, fitted with heater, one careful owner since new, exceptional car; £395.—Root's Motors, 122, Portsmouth Rd., Thames Ditton, Surrey, Emmerbrook 2026 and 3031. [C4956]

**425** m.s.—Vauxhall Velox 1949 saloon, leather, radio, heater, one ownership, excellent condition; terms, exchanges, 1941; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C3018]

**PRIDE & CLARKE**, Ltd.—1951 Vauxhall Velox saloon, grey/red leather, heater, 26,000 miles, one owner, £369; 1950 black/brown leather, one owner, £399; 1948 black/brown leather, heater, choice two, from £379; three months' guarantee; terms, exchanges; Huts., Stockwell Rd., S.W.9, Brixton 6251. [C3068]

## VAUXHALL VELOX

**£525** 1951—Vauxhall Velox saloon 1951 series, immaculate example of this fine series, fitted built-in heater, loose covers, etc., colonial mileage only. [C1086]

**£445** 1951—Vauxhall Velox saloon, 1949, a carefully typical, maintained one-owner car, fitted heater, effortless six-cylinder Vauxhall performance, also selection of 10s, 12s and J type from £150. [C1055]

**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. C 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. [C1055]

**Vauxhall Velox Cars Wanted**  
**FULL** value paid for Velox or similar; trade or privately.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

## VAUXHALL MISCELLANEOUS

**SHAW & KILBURN**, Ltd., for Vauxhalls.

**IT** is important that the car you purchase is in excellent condition throughout.  
**SELECTION** of such modern Vauxhalls at

**4-6, Berkeley Sq., W.1, Grosvenor 4328.** [0017/R]

**W. J. BROWN**, Ltd., established over 30 years.

**1953** Vauxhall Velox, 8,500 miles, black, red leather, heater one owner; £725. [C2032]

**1953** Vauxhall Wyvern, grey, 5,000 miles, absolute perfect; £695. [C1025]

**339**, Finchley Rd., N.W.3, Hampstead 4414. [C1025]

**HAMILTON MOTORS (LONDON)**, Ltd., 466-490, Edgware Rd., London, W.2, Paddington 0022 (12 lines). Vauxhall main dealers. [C2032]

**1950** Vauxhall Velox, black with brown interior, moderate mileage, in first-class condition throughout. £510. [C2032]

**1950** Vauxhall Velox, black with brown interior, heater fitted, perfect mechanical condition. [C2032]

**1946** Vauxhall 14hp saloon, mechanically excellent, almost new tyres, body exceptionally smart. [C2032]

**ALWAYS** a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars including latest models. [C2032]

**VAUXHALL** and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 6432-5.—Gregory's of Uxbridge. [C2032]

**1936** Vauxhall limousine, face forward seats in leather, bargain; £185; 3 months' guarantee; terms and exchanges. [C2032]

**JACK WILLIAMS MOTORS**, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. [C4054]

**GRAHAM BROTHERS (MOTORS)** Ltd., Main Vauxhall Dealers, 7-15, Peter St., Manchester, 2, for sales, service and parts.—Depots at: Ashton (Ashton 1817), Didsbury (Didsbury 5446), Manchester (Blackfriars 9987), Stretford (Trafford 3311), Wilmslow (Wil. 4932). [C2032]

**Vauxhall Miscellaneous Cars Wanted**

**THE CAR MART**, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1, Grosvenor 3434. [0975/R]

**ROWLAND SMITH'S**, The Car Buyers.—Highest cash prices for Vauxhall.—Hampstead (Tube), N.W.3, Ham. 6041. [W4018/R]

**SHAW & KILBURN**, Ltd., Vauxhall main dealers.

**WILL** purchase modern Vauxhall cars.

**4-6, Berkeley Sq., W.1, Grosvenor 4328.** [0018/R]

**ARLINGTON MOTOR CO.**, Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Watlington Cross 2760. [C2032]

**VAUXHALL** cars post-war models, urgently required.—Gollys Garage Ltd., Earls Court Rd., S.W.5, Fremantle 6375. [0479/R]

**7-SEATER** private 1937/8/9 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

**XXX** H. F. Edwards offer immediate cash for good Vauxhall cars.—Details, please, to 28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. [W2001]

**URGENTLY** required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.) Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2, Call, write or tel. Paddington 0022. [W2052/R]

## Vauxhall Spares and Service

## C.A.C.

## CROYDON AUTOMOBILE COMPANY, Ltd.

**VAUXHALL-BEDFORD** rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

**BEDFORD** House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [C205/R]

**KJ MOTORS** Ltd., for spares, accessories, exchange units.—Bromley, Kent, Rav. 3456. [0395/R]

**WELHAM'S**, Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Buy, sell, repair. [C4070]

## VOLKSWAGEN

## COLBORNE GARAGE, Ltd., Ripley, Surrey.

**THE** Volkswagen people, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises; open for reception week-ends, we can now offer our well-known reconditioned models in maker's colours—for immediate delivery. Tel. Ripley 2561. [0575/R]

## VOLKSWAGEN

**1947** Volkswagen, black good tyres, smart; £265.—Richards & Carr, 35, Kinnerton St., London, S.W.1, Sloane 5428. [C3045]

**PERFORMANCE CARS**, official Volkswagen agents, new and used models in stock.—Great West Rd., Brentford, Middlesex, Ealing 8841. [C3041]

**1947** Volkswagen saloon, green; £235 or nearest offer.—H. W. Boucher, "Home Acres," Melliker, Meopham, Kent, Tel. 3149. [C5057]

**1953** Volkswagen, r.h.d., works mileage; £550.—Tel. Sloan 3557. [C3006]

**V & F** MONACO MOTORS, the only Volkswagen specialists in London, offer you their unique experience obtained in three years of servicing and repair of more than 1,000 Volkswagens; we concentrate exclusively on the Volkswagen and handle no other type of car, all Volkswagen spares stocked; Volkswagen cars bought and sold.—Below.

**V & F** MONACO MOTORS.—1947 Volkswagen, good condition, black, radio, £295.—Below.

**V & F** MONACO MOTORS, 3a, Wetherby Mews, Earls Court S.W.5, Fro. 4657. [0642]

**Volkswagen Cars Wanted**

**RICHARDS & CARR** buy Volkswagens.—35, Kinnerton St., London S.W.1, Sloane 5428. [W5045]

**V & F** MONACO MOTORS.—1947 Volkswagen, good condition, black, radio, £295.—Below.

**V & F** MONACO MOTORS, 3a, Wetherby Mews, Earls Court S.W.5, Fro. 4657. [0642]

**PERFORMANCE CARS** urgently require Volkswagens.—Great West Rd., Brentford, Middlesex, Ealing 8841. [W5045]

**Volkswagen Spares and Service**

**V. W. MOTORS**, Ltd.

**GENUINE** spare parts may now be obtained from sole concessionaires, 79-85, Davies St. (entrance Weighhouse St.), Tel. Mayf. 6718. [0647]

**MOONS MOTORS** Ltd., at their Davies Street (Mayfair 2351) and Dornet House (Weibek 7980) branches have factory trained mechanics, and offer you full service with repairs and parts facilities. [0955/R]

**Willis-Overland Spares and Service**  
**JACK OLDRUP & Co. Ltd.**, Willis-Overland distributors for the United Kingdom; service and new cars available for early delivery.—Audley House, North Audley St., W.1, Mayfair 5252. [W3050/R]

**WOLSELEY**

**E**USTACE WATKINS, Ltd., the sole London distributors.

**1952** Wolseley 6/80 saloon green with green upholstery, 11,000 miles, immaculate condition. [C4046]

**1951** Wolseley 6/80 saloon, dark grey, grey leather upholstery, 24,000 miles, carefully used one owner. [C4046]

**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chesnut Manor St., S.W.3 (Fleming 8181). [C4046]

**R** C. WIMBUSH offer:—

**1953** (July) Wolseley 4/44, grey, screen washer, spot lights, 8,000 miles, one owner; £767. [C4059]

**312**, Earls Court Rd., S.W.5, Fremantle 8401. [C4059]

**TOM GARNER**, Ltd., offer:—

**1953-4** Wolseley 4/44 saloon, metallic grey with grey leather, heater, many extras, 5,000 miles only; £350. [C2029]

**TOM GARNER**, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. [C2029]

**H. A. SAUNDERS**, Ltd., offer:—

**1952** Wolseley 6/80, grey with brown upholstery, heater, recorded mileage 14,300 miles; £675. [C2027]

**836**—842, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

**H. A. SAUNDERS**, Ltd., offer:—

**1952** Wolseley 6/80 saloon, grey with brown upholstery, heater, recorded mileage 14,340; £675. [C2027]

**836**—842, High Rd., N.12, Hillside 5272 (8 lines). [C2027]

**H. BEART & Co.**, Ltd., offer:—

**1952** Wolseley 6/80 saloon, metallic green with green upholstery, H.M.V. radio and heater; the property of one owner, low mileage, and in exceptionally nice condition throughout; £645.—102, London Rd., Kingston-on-Thames, Tel. 3548. [C1081]

**DENHAMS GARAGE (ESHER)**, Ltd., offer:—

**1950** macul. te example fitted with radio, heater, screen washers, wing mirrors, etc.; is available at £565 due to the original careful owner purchasing another 6/80.—Portsmouth Rd., Esher Surrey 3560. [4745]

**Coombs & Sons (GUILDFORD)**, Ltd., offer:—

**1947** Wolseley 18, black with brown leather; this car is in exceptional condition throughout; £400. [C1057]

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd., Guildford, Guildford 6297-8-9. [C1057]

**1951** Wolseley 6/80 sal., green, green leather, radio, heater, mileage 16,000, ex. road; £550. [C1057]

**1937** Wolseley 25hp coupe, black, blue leather, ex. cond.; £195. [C1057]

**TICKFORD**, Ltd., 8, Upper St., Martin's Lane, W.2, Temple Bar 3338. [C4029]

**1953** (June) Wolseley 6/80 saloon, green, small mileage, used only by director; £775. [C1057]

**1951** Wolseley 6/80 saloon green, first-class condition; £550.—John Bryant & Sons, Ltd., Stephenson St., Birmingham, Tel. Midland 456. [C1057]

**4/50** Wolseley, 16,000 miles, July, 1950, very carefully used, guaranteed; £550.—Below.

**WOLSELEY** limousine, 24,000 miles, one titled owner, kept in new condition; £875; terms, exchanges.—G. & Hall, Ltd., 302, King St., Hammer-smith, W.8, Riverside 2891. [C2031]



## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

## WOLSELEY

**B**EARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102, London Rd., Kingston. (0365/R)

**1939** Wolseley 14 saloon, in excellent condition throughout; £265.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. (C0402)

**25hp** sports saloon, 1937, reasprayed grey/blue, recent £200 overhaul; £225.—238a, Northdown Rd., Marinate, Tel. Thanet 21168. (C0387)

**1953** (August) Wolseley 4/44 saloon, grey, mileage 5,000, as brand new; £750.—Buntings Motor Exchange, Harrow, Tel. 6225/6. (S075)

**1953** (April) Wolseley 6/80 saloon, 6,000 miles, one owner, as new; £750.—C. V. Rushmer, 59, Holland Park, W.11, Park 5731. (C0361)

**1946-7** Wolseley 18 saloon, immaculate, guaranteed; £285; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519. (C0403)

**£365** Wolseley 10 1947 4-door sal., exceptional original condition, faultless leather interior, one careful owner; many others. (C0205)

**B**ENNETT, 1, Clarendon Rd., Holland Park, London, W.11, Park 5066-7. (50yds Holland Park Tube). Exchanges, h.p. (C1017)

**£535!!!** 1951 Wolseley 6/80 de luxe saloon, one careful owner has nursed this car; also choice another.—Below. (C0205)

**£295!!!** 1939/40 Wolseley 14 de luxe saloon looks and runs like 1948 model, worth £450; 3 months' guarantee; hire purchase, exchanges. (C0205)

**AMBS**, Finchley, 421/423, High Rd., L. Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C0252)

**£265**—1939 14hp Wolseley saloon, excellent condition.—Le Grice Elers, 107-8, Old Brompton Rd., South Kensington, S.W.7, Kensington 2477. (C0205)

**1937** Wolseley 25 7-seater limousine in exceptionally good condition; £195; terms and exchanges. —Newbery Cars, Muswell Hill, N.10, Tudor 3584. (S083)

**1951** Wolseley 6/80 saloon, grey, brown hide, heater, immaculate; £545.—Silverthorne Motors, Ltd., 40, Fitzroy St., W.1. (C0401)

**C**AMDEN MOTORS for Wolseleys, 6/80 saloon, 1950 series, in special dove-grey finish, built-in heater, demister, dust spots, etc., recorded mileage 26,000, condition comparable with this mileage; £545. (C0205)

**C**AMDEN MOTORS for Wolseleys.—Also large selection of pre-war Fourteens from £200. (C0205)

**C**AMDEN MOTORS for Wolseleys, Leighton Buzzard, Beds., Tel. 2041. Open till 8 p.m. Mondays to Saturdays. Write for catalogue. (C0385)

**495**—Wolseley 4/50 late 1950 saloon, moonstone grey, brown leather, radio, heater, twin gas lights, excellent condition; terms, exchanges.—Rowland Smith, below. (C0401)

**345**—Wolseley 18 1946 saloon, sliding head, leather, excellent condition; terms, exchanges.—Rowland Smith, below. (C0401)

**245**—Wolseley 14/40 1939 de luxe saloon, sliding head, leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C0401)

**BRUTONS**, Ltd.—Wolseley 14 1936 saloon, black, first-class mechanical condition, good family car; £150.—15-14, Otten Mews, Emperors Gate, S.W.7. Fremanle 0542. (C0402)

**1938** Wolseley 14 de luxe saloon, green leather, owner, 25,000 miles only, really exceptional condition; £265.—K. J. MOTORS, Ltd., Bromley, Rav. 5456/7/8/9. (S123)

**J** DAVY, Ltd., offer:—Wolseley 6/80, heater, H.M.V. radio, unblemished; £355; exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215 Brompton Rd., S.W.3. (Ken. 1108). (C1069)

**£265**—1939 Wolseley 14 de luxe saloon, in extremely nice condition; down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 3490. (C0304)

## WOLSELEY

**1951** (Feb.) Wolseley 6/80 saloon, green with green leather, radio and heater, one owner, guaranteed 17,000 miles, perfect; £345.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (S059)

**L**IMOUSINES, 1950/25hp, partition, forward occasional, black, genuine mileage 4,000, unblemished, reasonable. 1965. Also 1948, mileage 18,000, privately owned, competitive prices. Alps & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Wolseley 4/50 Cars Wanted (C1006)

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## MISCELLANEOUS CARS

**A**UCTION sales of motor vehicles and accessories are conducted on the first Friday of every month by T. Bannister & Co., Market Place, Haywards Heath. DETAILED advertisement will appear in this paper prior to sale.—Entry forms and full particulars of the Auctioneers. (Tel. 607.) (C0299)

**MAKIN & HARRISON OF CHISWICK**—Good selection popular cars; sell or exchange your present car, motor cycle or combination.—492-6, High Rd., W.4, Chiswick 0558 and 2619. Open week-days until 7 p.m. (Thursday 1 p.m.). (C0307)

## Miscellaneous Cars Wanted

**R**OWLAND SMITH'S, the Car Buyers.—Highest cash prices.—Hampstead (Tube), N.W.3, Ham. 6041. (W4018/R)

**G**ATEHOUSE MOTORS. ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6, Mou. 4444. (W2021)

**I**f you wish to sell your car for cash, write, 'phone or call. **G**EOFFREY NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (W2023/R)

**C**ASH for cars.—Smith's, 86, Chalk Farm Rd., N.W.1, Gul. 2767. (0824/R)

**C**ARR'S MOTOR MART are buyers of all makes of carefully used cars and utilities.—5, Warren St., W.1, Euston 4110 and 3523. (W1040)

**P**RIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model; H.P. accounts settled; exchanges.—Write, phone or call, Stockwell Rd., S.W.9, Bri. 6251. (0740/R)

**P**RE- or post-war saloon, 10 or 12hp, urgently required for cash; call on 'phone.—Mac Motors (Surrey), Ltd., 76, Brighton Rd., Surbiton, Elmbridge 3974. (W3072)

**N**AYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18, Battersea 5274. Open 9-6 p.m. each week-day including Saturday. (W3022/R)

## HIRE CARS

**1951** Morris hire car, 6-seater; £25.—Gros, 1775, Leyton, E.10. (4681)

## MOTOR CYCLES FOR SALE

**S**. A. COLES, Ltd.—England's leading motor cycle specialists offer a large selection of new models, for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. (0341/H)

## AMBULANCES

**A**MBULANCES new and used.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. (M2022)

## MOTOR HEARSES

**T**RADE supplied direct from builders to buyers, for brochures and demonstrations write or call at our factory, Station Approach, Kew Gardens, Surrey, 'Phone Richmond 1161. (W2663)

**E**ARLY delivery Austin 16hp Austin A70, Austin Sheerline, Humber Mark IV, Rolls 1935 to 1938. **A**LPE & SAUNDERS (COACHBUILDERS), LTD., A Head Office Hearse enquiries, Station Approach, Kew Gardens, Richmond, Surrey. (W2663)

**W**OODALL NICHOLSON, Ltd., build the best hearses in the country; second-hand usually in stock; established 1846.—Well Lane, Halifax, Tel. 421. (0785/R)

**M**OBILE CANTEENS, KITCHENS, ETC. **M**OBILE shops, canteens, trailers and vehicles, large selection.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. (M2022)

This section closes for press at 10.0 a.m. on Fridays

## COMMERCIAL VEHICLES

## RCYS AUTOMOBILES, Ltd.

**£122** deposit.—1951 A70 pick-up with tilt; £365 cash. (C0304)

**£65** deposit.—1950 Trojan 15cwt plain van; £195 cash. (C0304)

**£65** deposit.—1947 Bedford 12cwt plain van; £195 cash. (C0304)

**£59** deposit.—1947 Austin 10 plain van; £175 cash. (C0304)

**£59** deposit.—1947 Ford 10 plain van; £175 cash. (C0304)

**£59** deposit.—1948 Ford 8 plain van; £175 cash. (C0304)

**£59** deposit.—1947 Austin 8 plain van; £175 cash. (C0304)

**£55** deposit.—1948 Bedford truck, outstanding; £165 cash. (C0304)

**£55** deposit.—1947 Bradford van or utility; £165 cash. (C0304)

**£55** deposit.—1946 Ford 8 van; £165 cash. (C0304)

**£32** deposit.—1939 Bedford 15cwt gown van; £95 cash. (C0304)

**£26** deposit.—1937 Morris 10 plain van; £78 cash. (C0304)

**£25** deposit.—1936 Rover 12 pick-up truck; £69 cash. (C0304)

**M**ANY others, including utilities, see that column. Terms and exchanges. (C0304)

**ROYS AUTOMOBILES, Ltd.**, 127, Parkway, N.W.1. (Near Camden Town Tube Station). Euston 2700 and 8694. (C0304)

**N**EW Morris J-type 10cwt van for immediate delivery. —Cyril Sheppard of Reading, Basing 2345. (4691)

## NEWNHAMS, Ltd.

**1953** (Sept.) Jowett Bradford van, 2,300 miles only; £375. (M3024)

**NEWNEHAM** House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (M3024)

**M**ETROPOLITAN MOTORS. (HUMBER, Hillman, Sunbeam-Talbot, Commer).

**D**ECEMBER, 1951 A70 Pick-up, under 3,000 miles, fitted heater, loco covers, tonneau covers, interior lighting, radial, muff, as new; £475.—Metropolitan Motors, Horn Lane, Acton, W.5, Acton 5064. (4971)

**N**EW A40 van, heater, extra seat, green.—Pal. 5576-7. (4686)

**N**EW THAMES 5cwt and 10cwt vans available immediately. **A**THUR E. GOULD, Ltd., 290-2 Regent St., W.1. Tel. Langham 1594/5. (0103/R)

**1953** A40 van, brown, one owner, very good order; £400.—Haskins, Ledbrooke 1155. (C0307)

**B**RADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Brompton Lane, Harrow, Tel. 6225/6. (0284/R)

**1952** Austin A40 pick-up, almost unmarked; £385. —Jacqueline, Ltd., 225-7, Hammersmith Rd., W.6, Riverside 6677-8. (C0345)

**£185** body, convertible to truck in two minutes; £65 down.—Below. (C0304)

**£125**—1949 Austin 8cwt box van, in extremely nice condition; £80 down.—Bray Motors, 180-184, West End Lane, N.W.6, Hampstead 6490. (C1024)

**1952** A40 pick-up, 18,000 miles, heater, one private owner only; £365.—Tangbournes Garage, Arragon Rd., Twickenham, Pop. 1960. (S125)

**1953** Bradford 10 c.w. van, mileage 2,000, guaranteed; £375.—Buntings Motor Exchange, Harrow, Tel. 6225-6. (S077)

**1950** Bradford lorry, one owner, small mileage; £200.—Buntings Motor Exchange, Harrow, Tel. 6225-6. (S078)

**1951** (October) Bradford 12 c.w. van, blue, perfect condition; £265.—Buntings Motor Exchange, Harrow, Tel. 6225-6. (S079)

**1951** Austin A70 Pick-up, buff and black, heater, exceptional throughout; £350; consider part-exchange.—14, Offington Gardens, Worthing. Swan-dean 849. (C0462)

**F**OR sale Austin A70 Pick-up, 1953, practically new, mileage about 1,000 approx; cost £711, will accept £500.—Reply to J. White, 2, Hillcroft Ave., Rayners Lane, Finner, Middx. (C0304)

**N**EW Austin A40 van, choice of green or primer, list price, also new Fordson 10cwt van in primer.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18, Vandyke 1165. (M4034)

**1952** £165; 1947 Morris 10cwt van, £175; 1939 Bedford 10-12cwt gown van, £160; Ford 5cwt gown van, £150; 1950 Bedford 12 utility, 6-7-seater, £295; exchange, terms.—Palmer, 3, Russell Gardens, Kensington, W.14, Park 9704. (C0304)

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**T**HIS magazine written for caravanners by caravanners is "The Caravan," original and biggest; experts and novices agree by it; authoritative information and enjoyable; month 9d from your newsagent or by post 12/- year from A. C. Burt, Publisher, Ling House, Store St. London, W.C.1. (0863/R)

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**L**ONDON stockists for Brookhouse and Taskers trailers for private and commercial purposes; delivery from stock; trailers available for hire.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 8221. (0161/R)

**S**UITABLE for your car—light in weight—under 90lb, load 350lb; inside dimensions, 39 1/4 x 29 1/4; balloon tyres, 16in x 4 1/2; independently sprung wheels, finished in grey primer; cash price £27; deposit £9; payment over 12-18 months.—Fridge & Clarke, Ltd. (Sidecar Department), Stockwell Rd., S.W.9. Brixton 6251. (0864/R)

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**M**ERES & MERES, Ltd. (Est. 1893).

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**312**, Earls Court Rd., S.W.5. Fremantle 8401. (4056)

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**N**EW Austin A30 saloon.—Herbert & Mills, Ltd., 21, Portland St., W.1. Langham 3506-7. (N2036)

**N**EW Austin A70 Hereford sal., sun roof, black, brown leather, immed. delivery. £300/14/2.

**T**ICKFORD, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3664-5. (N4029)

**N**EW Austin A70 black sun saloons for immediate delivery.—Chain of Ealing, Per. 4404-5. (N1042)

**P**RIDE & CLARKE, Ltd.—Immediate delivery most models; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. (0733/R)

**S**OUTHGATE area, N.13, N.14 and N.21.—Direct agents for all models; open 6-6 week-days, Sun-days 9-12. (0272/R)

**S**PRINGFIELD GARAGES, Ltd., Pal. 5576/7; even-ings, Pal. 8974.—Winchmore Hill Rd., Southgate N.14. (0272/R)

**N**EW Austin A30 2-door saloon, Windsor grey, blue interior, heater, now in stock for immediate delivery.

**H**UWS & JAMES, Bryn Garage, Rhosneigr, Anglesey. Tel.: Rhosneigr 224. (4994)

**B**REW BROTHERS, Ltd., agents for Austin cars, sales & service.—133, Old Brompton Rd., S.W.7. Fremantle 3533. (N1083/R)

**N**EW A30 Austin saloons for immediate delivery.—Sharwood Motors, Ltd., 32, Uxbridge Rd., W.5. Ealing 1475. (5155)

**E**DGAR HARRISON, Ltd., for early delivery all models.—35, North Row, Park Lane, W.1. Tel. Mayfair 0402. (4315)

**A**USTIN A70 in grey with blue leather, fitted heater; £914/-2.—Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 665. (N2061)

**L. F. DOVE, Ltd.**, main dealers and vehicle distributors, Austin.—See all the models at 111-115, Addiscombe Rd., Croydon, Addiscombe 5066. (N1077/R)

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**S**MITH & HUNTER OF KENNINGTON, Austin Direct Agents, are accepting orders rotational delivery; exchanges; deferred terms.—376, Kennington High St., W.14. Western 2312. (N4019)

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**J. DAVY, Ltd.** (direct agents) offers a selection of Austin cars and light commercials; exchanges welcomed.—180-4, Kensington High Rd. (Wes. 9641), and 215, Brompton Rd., S.W.3 (Ken. 1108). (N1069)

**N**EW Austin A30 seven, 4-door saloon in black/red interior, fitted heater, list price.—Trinity Cars, Ltd., Austin Retail Dealer, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. (N4034)

**N**EW Austin cars; pick-ups, vans, estate cars, commercial vehicles for early delivery; your own car or vehicle wanted in part exchange; deferred terms, distance no object or obligation.—Sam Robbins, Ltd., Coventry. Tel. 63242. Austin main dealers. (4936)

**S**HEERLINE and Princess saloons, 18hp hire car A70, A40, A30 and all commercial models.—Pryor & Stevens, Ltd., the South London Austin Depot, 97, Acre Lane, S.W.2. Repairs and Service to Austin exclusively. Brixton 1155. Streatham 7563. (0698/R)

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**M**AREPAIR, Northampton. Tel. 4540. (0569/R)

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**S**HOWROOMS: 1-5, Peter St., Manchester. 2.

**P**HONE: Blackfriars 4942

**S**ERVICE Station Cheetham Hill Rd.

**M**ANCHESTER 8, Tel. Blackfriars 2502. (0506/R)

**R**IPPOBROS, Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 7070 (10 lines). (0259/R)

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**JOHN S. TRUSCOTT, Ltd.**, official retailers, delivery from stock, hire purchase specialists.—173, Westbourne Grove, W.11. Bay. 4274. (N4035)

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**312**, Earls Court Rd., S.W.5. Frenantle 8401. (N4056)

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**IMMEDIATE** delivery new Zephyr saloon.

**ALL** models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms, Open 9-7 week-days and Saturdays.—Rogers and Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

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**56**, Park Lane, W.1. Hyde Park 4866; 374, Ealing Rd., A.pton, Middx., Perivale 3588, And. 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. (N1066)

**PRIDE & CLARKE, Ltd.**, for your new Ford, exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664/5. (N0734/R)

**1953**, immediate delivery new, unlicensed, grey and red; list price.—Beardmore, 26, Queensway W.2. Bayswater 0136. (N1015)

**JOHN S. TRUSCOTT, Ltd.**, authorised Ford dealers. Popular Consul and Zephyr, early delivery.—173, Westbourne Grove, W.11. Bay 4274. (N4035)

**FORD** Zephyr, black, red, blue, heater: £793/0/10, ex. Vat.—The Golden Park Motor Co., Ltd., Basingstoke, Hants. Tel. 241. (N2065)

**NEW** Ford shooting brake and traveller's cars 10cwt for quick delivery.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (N1022)

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**BREW BROTHERS, Ltd.**, 133, Old Brompton Rd., S.W.7. Frenantle 3333. (N1063)

**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Ford Zephyr saloon, finished blue, blue leather, heater. (N1001)

**E. C. STEARNS & Co., Ltd.**, sales and service, Zephyr, Consul, Popular from stock.—250/262, Brompton Rd., S. Kensington, S.W.3. Ken. 0081. (N4045)

**ARTHUR E. GOULD, Ltd.**, main Ford dealers, Sales: Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1594-5. Service: Minerva House, Chertsey St., W.C.1. Museum 8073. (N0684/R)

**F. R. PEACOCK, Ltd.**, main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines); 104, Foord Rd., Fokston, Folkestone 51222 (2 lines). (N0598/R)

**NEW** Ford Popular saloon, immediate delivery, list price.—Trinity Cars, Ltd., Ford Retail Dealers, 34, North Side, Wandsworth Common S.W.18. Vandyke 1166. (N4034)

**YOU** couldn't do better than secure your new Ford for immediate delivery. Consul, Zephyr, Zodiac and Popular saloons; current market value for your present car subject to inspection.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2006)

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**REQUESTS** for literature and information in respect of the latest Mark II Le Mans Replica, Targa Florio, Millie Miglia and Fixed-Head Coupe models should be addressed to A.F.N. Ltd., Falcon Works, London Rd., Isleworth, Hounslow 0011. (N478/R)

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**CLAND & TABOR, Ltd.**, Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Healey Tickford saloon. (N1001)

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**HILLMAN**—L. F. Dove, Ltd., main dealers for Woking and district.—White Rose Lane, Woking, Tel. Woking 1282. (N1078)

**SMITH AUTO Co., Ltd.**, main dealers for Rootes Group offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 4600-4632. (N0868/R)

**MANTON MOTORS, Ltd.**, main dealers for all products of Rootes Group, offer favourable delivery of the Hillman range.—23, Shirley Rd., Croydon. Add. 6051/4. (N4350)

**ORDERS** accepted now for new Hillman Minx; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 5431-2. (N3011)

**HUMBER**

**HENDON CENTRAL GARAGE, Ltd.**, offer:—  
**IMMEDIATE** delivery new Humber Super Snipe saloon.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. (N3034)

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**  
**100%** Rootes Group Dealers.

**NEW** Humber Hawk saloon, immediate delivery, at list price; equitable h.p. facilities and part exchanges.  
**MARLBOROUGH Works**, Kenton. Tel. Wordsworth 7805 (5 lines). (N1006)

**CARRIS MOTORS, Ltd.**—Humber Hawk and Snipe; immediate delivery.—Lewisham Bridge, S.E.13, Lee Green 8565. (N0720/R)

**HUMBER** Hawk saloon, Mark V, latest model, and Super Snipe, now available; the new Sunbeam Alpine two-seater, now on view in our showrooms.

**MCKINNON MOTORS, Ltd.**, Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 5404. (N3020)

**SMITH AUTO Co., Ltd.**, Main Dealers for Rootes Group offer early delivery of Super Snipe and Hawk saloons.—145, London Rd., Croydon. Croydon 4600-4632. (N0867/R)

**HUMBER**

**IMMEDIATE** delivery new Humber Super Snipe saloon, finished in black/red: £1,396/10/10; also Humber Hawk saloon, £996/14/2. (N1063)

**BREW BROTHERS, Ltd.**, 133, Old Brompton Rd., S.W.7. Frenantle 3333. (N1063)

**MANTON MOTORS, Ltd.**, main dealers for all products of Rootes Group, offer early delivery of Humber Hawk and Super Snipe.—43, Shirley Rd., Croydon. Add. 6501/4. (N4329)

**NEW** Humber Hawk, immediate delivery; part exchange; deferred terms: open day and night.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wm. 3051-2-3. (N4006)

**IMMEDIATE** delivery: New Humber Super Snipe saloon, £1,396/10/10, and Humber Hawk saloon, £994/14/2; second-hand cars considered in exchange, and terms arranged.—Herbert Robinson, Ltd., Cambridge. (N4074)

**ORDERS** accepted now for new Humber Super Snipes and Hawks; exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. (N3011)

**IMMEDIATE** delivery new Humber Hawk saloon, grey with red leather; new Humber Super Snipe, black, fawn leather; early delivery Hillman Minx part exchange cars wanted; finance readily arranged.—The Bucks Motor Co., Ltd., Great Western St., Aylesbury 164. (N0669)

**JAGUAR****HENLYS, Ltd.**

**ENGLAND'S** largest Jaguar distributors.

**DEVONSHIRE House**, Piccadilly, W.1. (Grosvenor 2221). (N1049)

**HENLYS HOUSE**, 385, Euston Rd., N.W.1. (Euston 4444).

**MANCHESTER**: 1-5, Peter St. (Blackfriars 7843). (N1035/R)

**ROWLAND SMITH'S for Jaguar**

**ALL** models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

**COOMBS & SONS (GUILDFORD), Ltd.**, for Jaguar sales and service.  
**MAIN** agents for South-West Surrey.—St. Catherine's Garage, Guildford 62997-9. (N0444/R)

**R. P. POWELL MOTORS, Ltd.**, East London area dealers; enquiries invited.—321, Romford Rd., Forest Gate, E.7. Marylands 4818. (N4039/R)

**NEW** Jaguar Mark VII saloon, birch grey with blue trim.—Sam Robbins, Ltd., Leicester Rd., Nuneaton, Tel. 2014. (N151)

**TO** be sure of your new Jaguar you couldn't do better than secure your new Jaguar Mark VII saloon; current market value for your present car, subject to inspection.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (N2006)

**JOWETT****C. of P.****DISTRIBUTORS**

**IMMEDIATE** delivery new Javelins.

**SALES** staff available throughout the week-end.

**CLARKE'S OF PIRBRIGHT** Surrey, Brookwood 2201-2. (N1049)

**COME** to the specialists for anything Jowett.  
**ODEON MOTORS, Ltd.**, Barnet, Herts. Tel. Barnet 9144. (N3026/R)

**GROSVENOR GARAGE (BFD), Ltd.**, Jowett distributors for West Yorkshire, Manningham, Bradford 23081 (6 lines). (N0255/R)

**RED CIRCLE, Ltd.**, area dealers for Jowett Javelin and Jowett commercial cars; sales and service.—Eastern Arm, Great Cambridge Rd., Tottenham N.17. Tottenham 1906/7553. (N0504/R)

**KAISER**

**KAISER** sales, service, spares; sole concessionaires for Great Britain.—Steele Griffiths, Ltd., Camberwell Green, London, S.E.5. Rodney 2201-6. (N0509/R)

**LEA-FRANCIS**

**WEST** Yorkshire distributors of Lea-Francis cars.—Marshall's (Hull), Ltd., King's Cross Rd., Halifax. Tel. 5044. (N4070/R)

**MERCEDES-BENZ**

**WELWYN SERVICE DEPOT, Ltd.**  
**HERTS**, Bucks, Beds, Cambs, Hunts and Northants Main Distributors; enquiries invited for early delivery.—Welwyn Garden City, Hatfield 2178. (N0611/R)

**TAYLOR & CRAWLEY**, official retailers for Mercedes-Benz; drive these exciting demonstrators, part exchanges and terms.—Byde Park Corner, 35, Grosvenor Crescent Mews, S.W.1. Sloane 5213. (N4036)

**SWANMORE GARAGE**, official distributors Hants, Dorset, Wilts, Somerset, Devon and Cornwall. Early delivery all models.—1176-1180, Christchurch Rd., Boscombe East, Bournemouth. Tel. Southbourne 4334. (N4024)

**A** new motoring experience, contact the Scottish distributors for full particulars, latest models in stock.—Inglis Automobiles, Ltd., 66-78, Pitt St., Edinburgh. Tel. 26287. Main agents in the West of Scotland, Jas. H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7688. (N0662/R)

**JOHN S. TRUSCOTT, Ltd.**, official retailers of Mercedes-Benz, the oldest car manufacturers in the world, offer a range of models which incorporate the highest attainable standards of technical design, quality, finish and long life; let us prove this to you, full details on request, demonstrations of all models including type 170-SD (diesel), immediate or very early delivery, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. May. 4274. (N4035)



## NEW CARS FOR SALE

## M.G.

ROWLAND SMITH'S for M.G.

All models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

PRIDE & CLARKE, Ltd.—M.G. agents; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. (0511/R)

S.G. SMITH (MOTORS), Ltd.—Order your new M.G. model TF sports tourer now; all orders delivered in strict rotation; your old car or motor cycle taken in part exchange.—New Cross 0460. 285, Rye Lane, Peckham, S.E.15. (0529/R)

## MORGAN

BASIL ROY, Ltd., Morgan distributors; full range on view.—161, Gt. Portland St., W.1. Langham 7755. (0510/R)

MORGAN Plus-4 distributors.—1954 2-seater on snow, send s.a.e. for full specification.—Motorsists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (N3018)

LATEST Plus 4 drop head coupe in red, immediate delivery of this famous rally winner; cash, exchange, or hire purchase.—County Garage, Ltd., Lancaster Rd., Morecambe, Lancs. Tel. Morecambe 202. (4322)

## MORRIS

ROWLAND SMITH'S for Morris.

IMMEDIATE delivery new Morris Oxford saloon.

All models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

MEBES & MEBES, Ltd. (Est. 1895).

MORRIS specialists past 30 years.

EARLY rotational delivery all models.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3012)

MORRIS Oxford de luxe, birch grey, delivery today; £753/7/6.—Smiths Garage, Bournville, 15005

PRIDE & CLARKE, Ltd. for your new Morris, exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. (0735/R)

EDGAR HARRISON, Ltd.—To be certain of your new Morris, orders accepted for all models.—33, North Row, Park Lane, W.1. Tel. Mayfair 0402. (4316)

LANKESTER ENGINEERING Co., Ltd.—Immediate delivery Morris Six and Cowley van; also Morris Oxford saloons; choice of colour.—39/43, Eden St., Kingston-on-Thames, Tel. Kin. 5151-4. (0264/R)

SMITH & HUNTER OF KENSINGTON, Contracting Morris Agents.—Morris Oxford immediate and Minor rotational exchange; deferred terms.—376, Kensington High St., W.14. Western 2312. (N4019)

KINGSTON-ON-THAMES.—Morris agents for sales and service. New Oxford ex-stock.—G. W. Wilkin, Ltd., Weston Park, Kingston-on-Thames, Tel. Kingston 2241. (N4053)

ROSE & YOUNG, Ltd., offer: New Morris Six for immediate delivery, part exchanges welcomed.—65-69, Stenhouse Ave., Streatham Hill, S.W.2. (1 mile from Streatham Hill Station.) Tel. Hill 6464. (03507)

## NASH

NASH cars, spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5559-9. (0562/R)

## OLDSMOBILE

DISTRIBUTORS (PAWLENC) Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Lingfield, Surrey. Tel. Lingfield 530-1. (0582/R)

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining Counties.—Lex Garages, Ltd., 2, Lexington St. W.1 (Gerrard 8600) Service Workshops and Spare Parts, 1, Pembroke Villas (nr. Westbourne Grove), W.11. (Bayswater 6636-7.) (0257/R)

## OPEL

LANCASHIRE and Cheshire distributors for Opel sales, service and spares.

GROSVENOR GARAGE, Burnage Lane, Manchester. 19, Rus 2674-5. (0199/R)

## PACKARD

SOLE Concessionaires, Leonard Williams & Co. (1940), Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Tel. 3400. (0730/R)

## PARAMOUNT

PARAMOUNTS—the new 10hp 4-seater sports roadster, a few now available from stock; write for illustrated brochure and arrange for a demonstration; list price £265 plus P.T. £361/10; full details from sole distributors.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). (N1035)

## PEUGEOT

LANCASHIRE.—Distributors for Peugeot cars, early delivery. Sales and Service.

FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19, Rus 2674/5. (0515/R)

TOM KNOWLES, Sole Peugeot concessionaires (Gt. Britain), 19, Fick St., Piccadilly, W.1. Grosvenor 5673-4. (0896/R)

## PONTIAC

PONTIAC.—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Acton, Berks. (0950/R)

## PORSCHE

SOLE Concessionaires for Great Britain.—A.F.N., Ltd., Felton Works, London Rd., Islworth, Middlesex. Hounslow 0011. (N2015)

## RELIANT

WE offer reasonable delivery on the new 4-seater Reliant coupe, price £299/10 plus £219/2 purchase tax 50mpg, 65mph, the lowest priced car on the market; terms.—Main Agents, Church Rd., Enniscorthy, Ld. Hasleigh, Essex. (0531/R)

## RENAULT

WELHAM'S.—Renault Sales Service, Surbiton Hill Rd., Surbiton, Elmbridge 1873. Distributors Surrey. (N4070)

METROPOLIS GARAGES, Ltd., the Renault distributors for sale service and spare parts for all models.—1-31, Macleise Rd. (Olympia), W.14. She. 5385-6-7. (0626)

AUTO SALES (LONDON), Ltd., are North London distributors for the popular 750cc Renault and can give early delivery of new models; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mai. 5555. (0110/R)

## RILEY

1½-litre delivery ex stock, one only.—Montrose Motors, Wembley 2636. (0765/R)

EDGAR HARRISON, Ltd., for Rileys.—33, North Row, Park Lane, W.1. Tel. Mayfair 0402. (4317)

SMITH MOTORS, of Dulwich, for Rileys; terms, exchanges.—285, Rye Lane, S.E.15. New X 0462. (0530/R)

PRIDE & CLARKE, Ltd., for your new Riley; exchanges terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. (0771/R)

CLARKE & SIMPSON, Ltd., Riley Sales and Service.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. (N1046)

J. DAVY, Ltd., offers Riley 1½, saloon; exchanges welcomed.—180-4, Kensington High Rd. (Wes. 9641) and 215, Brompton Rd. S.W.3 (Ken. 1108). (N1069)

JOHN S. TRUSCOTT, Ltd., official retailers, immediate delivery latest 1½-litre, orders accepted for earliest delivery 2½-litre Pathfinder.—173, Westbourne Grove, W.11. Bay. 4274. (N4035)

## ROLLS-ROYCE

CAR MART, Ltd.

NEW Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner available for inspection and trial.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. (N1039/R)

ROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. (0520/R)

DAVID ROSENFIELD, Ltd.

OFFICIAL Manchester Rolls-Royce and Bentley retailers.

SHOWROOMS: 1-5, Peter St., Manchester, 2.

PHONE: Blackfriars 4942.

SERVICE station: Cheetham Hill Rd.,

MANCHESTER, 8, Tel. Blackfriars 2302. (0561/R)

RIPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Rudderfield 7070 (10 lines). (0249/R)

## ROVER

HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.) (0154/R)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

NEW Rover 60 saloon to maker's full specifications; list price £1152/12.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 62907-8-9. (N1057)

COME to the pre-war specialists for anything Rover.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 9144. (N3028/R)

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-9. (0245/R)

ROVER cars for early delivery.—Rover Distributors, Elliotts of Bideford, Tel. 744. (4688)

CROYDON Main Agents Leathwood's Garages, Ltd., 20, St. James's Rd. Croydon, Tho. 1222. (0063/R)

KJ MOTORS, Ltd., Bromley main agents.—60 saloons for immediate delivery.—Rav. 3456-7-8-9. (0287)

NORTHAMPTONSHIRE and North Bucks.—Crosse, Ltd. Rover distributors and parts service.—Marefair Northampton. Tel. 4540. (0001/R)

VINTAGE ENGINEERING Co., Ltd., Market Deeping, Peterborough, offer new Rover 60 for immediate delivery; part exchanges welcomed. (4700)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0451/R)

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. (0866/R)

SURREY MOTORS, Ltd., High St., Sutton.—Bover main dealers Sutton and district; spares and service.—Tel. 4444. (1660)

ROVER 60 and 75 for early delivery. As Rover specialists we have facilities for complete overhauls, also large stock replacement parts.—Dunham & Haines, 46, Castle St. Luton 2100-1. (N1079)

## LAND-ROVER

R. P. POWELL MOTORS, Ltd., East London area dealers.—Enquiries invited.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0452/R)

ROSENFIELD for Land-Rover, distributors for Lancashire and Cheshire.—D. Rosenfield, Ltd., 1-5, Peter St., Manchester, 2. Tel. Blackfriars 4942. (0862/R)

## SIMCA

LONDON W.1. SEE and try the new Simca Aronde; orders accepted for reasonable delivery.—H. C. Paul, Ltd., 32 Bruton Place, W.1. Mayfair 0821/2. (C3040)

FIAT (ENGLAND), Ltd.

WATER Rd., Wembley. Tel. Perivale 5651.

SOLE Concessionaires

IN Great Britain and Northern Ireland for Simca spares and service Distributors and Dealers throughout the country. (0665/R)

PRIDE & CLARKE, Ltd.—Simca main agents, immediate delivery; exchanges, terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. (0513/R)

DAVIES MOTORS, Ltd.—Distributors for parts of Middlesex and Surrey; immediate delivery, full service and spares facilities.

273, London Rd., Staines. Tel. 4211 (5 lines). (N1080)

H. M. BENTLEY & PARTNERS, Ltd., official retailers for Simca demonstration car available, early delivery.—9, Albemarle St., W.1. Grosvenor 5551. (C1018)

THE 1954 Simca Aronde, the car that is a pleasure to own, safe, swift and comfortable, a car built in the sturdy tradition for the enthusiast; your present car accepted in part payment at current market value.—Full details from

FERRARIS OF CRICKLEWOOD, Ltd., the Simca main dealers, 220-226, Cricklewood Broadway, F.W.2. Gladstone 2254. (N2004)

MAYFAIR GARAGES, Ltd.—The new 1954 1½-litre Aronde de luxe saloon, finished in grey, list price £632 plus £264/2 P.T.; one now available for immediate delivery from stock; send for full catalogue.

Mayfair Garages, Ltd., Fiat Sales and Service, Balderton St. (opp. Selfridges), Mayfair, W.1. Mayfair 3104-5. Open 9-6. Sals 9-1. (N5009)

## SINGER

THE Singer agents offer immediate delivery of all 1954 models; demonstrations, exchanges; deferred payments.

AUTOMENDERS, Ltd., Lowther Garage, London, S.W.13. Riverside 6498. (0757/R)

SINGER.—Birmingham and Midlands distributors, Henry Garner, Ltd., Showrooms, 221, High St., Deritend 12, Works, Alcester Rd., Moseley 15. (0168/R)

1953 model SM1500 but has a number of 1954 features, finished in British green, new, unregistered; £840 to clear; terms, exchanges.

G. E. LAWRENCE (MOTORS), Ltd., New St. Garage, Aylesbury. Tel. 369. (4702)

## STANDARD

BURGE & INGLIS, Ltd.

IMMEDIATE delivery new Phase II Vanguard, in black; part exchanges, terms if desired.—Dudden Hill Lane, Willesden 4869. (N4017)

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery new Phase II Vanguard saloon with heater and overdrive.

All models supplied; your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

MEBES & MEBES, Ltd. (Est. 1895).

STANDARD Specialists past 30 years.

OFFER immediate delivery; Standard Vanguard phase II, black, list price; rotational delivery; new ship model.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. (N3012)

BERKELEY SQUARE HOUSE GARAGE, Ltd.,

OFFER early delivery with service on the spot, day and night garage.

BERKELEY Square, London, W.1. Gro 4343. (0840/R)

VANGUARD.—Immediate delivery at new reduced prices; choice of colour.—S. F. Erskine & Sons, Ltd., Woking 530. (N2051)

L. P. DOVE, Ltd., offer early delivery of all new Standard models.—69, Broadway, Wembley, S.W.19. Liberty 3456. (N1077)

STANDARD Vanguard Phase II, metallic hide with red upholstery; £205/1/8.—Hindhead Motor Works, Ltd., Hindhead, Surrey, Tel. 643. (N2061)

IMMEDIATE delivery.—Vanguard Ph. II saloon.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (N3011)

STANDARD 8, demonstrations and bookings.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. (N3011)

STANDARD car specialists in sales and service, deferred terms.—Starnes Motors, 105, Cricklewood Broadway, London N.W.2. Gladstone 2480. (0431/R)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer immediate delivery of Standard Vanguard Phase II saloon. (N1001)

C. A. PETO Ltd., offer immediate delivery of new Phase II Vanguard saloon and estate car; list price.—42, North Audley St. W.1. May 3051. (N3043)

JOHN S. TRUSCOTT, Ltd., official retailers, early delivery of Vanguard and ship models.—173, Westbourne Grove, W.11. Bay. 4274. (N4035)

EARLY delivery all Standard models; order now; any make of car or motor cycle taken in exchange.

Kings Motors, 1, High St., Hounslow, Tel. 3532. (N8049)

NEW Standard Vanguard, Phase II, immediate delivery, part exchange deferred terms; open day and night.—Shaw Motors, Ltd., 606-678 Garratt Lane, London S.W.17. Wim 3051-2-3. (N4008)

STANDARD and Triumph distributors in Surrey since 1911; immediate delivery Estate and Phase II Vanguard saloons; choice of colour, demo, available.

—Lankaster Engineering Co., Ltd. 39-43, Eden St., Kingston. Tel. Kin. 5151-4. (0402/R)

## NEW CARS FOR SALE

## STANDARD

**PRIDE & CLARKE, Ltd.**—Exchange your car now for a new Standard Vanguard, many other new cars available; terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [0743/R]

**CARRS AUTO SALES, Ltd.**—Standard House, South End, Croydon, Cro. 6088. Standard and Triumph Distributors for Croydon, Purley, Caterham, Epsom Mitcham, Beckenham, Bromley, Sidcup, Bexleyheath and Farningham. [0052/R]

## STUDEBAKER

**STUDEBAKER DISTRIBUTORS, Ltd.**, 385, Euston Rd., N.W.1. Euston 4444.—Spares for all models. Hawley Cres., Camden Town, Guil. 4141. [0091/R]

## SUNBEAM-TALBOT

**AUTOMOBILE & AIRCRAFT SERVICES, Ltd.**

**100% Route's Group Dealers.**

**NEW Sunbeam Alpine.** Coronation red, immediate delivery; list price; equitable h.p. facilities and part exchanges.

**MARLBOROUGH Works, Kenton.** Tel. Wordsworth 7805 (5 lines). [N1008]

**HENDON CENTRAL GARAGE, Ltd., offer:—**

**IMMEDIATE delivery** new Sunbeam-Talbot Alpine, finished in Alpine mist.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2034]

**BARNET area.**—Sunbeam-Talbot main dealers.—Hedley Green Garage, Ltd., 202-4, High St., Barnet 0332. [0413]

**MANTON MOTORS, Ltd.,** main dealers for all products of the Route's Group, offer early delivery of Sunbeam-Talbot saloon, coupe and Alpine models.—25, Shirley Rd., Croydon, Add. 6051/4. [4351]

**SUNBEAM-TALBOT.**—Smith Auto Co., Ltd., main dealers for Route's Group, offer early delivery of saloon and coupe models and orders accepted for the Sunbeam Alpine.—145, London Rd., Croydon, Croydon 4600/4632. [0869/R]

**ORDERS accepted** now for new Sunbeam-Talbots: exchange and terms arranged; cars prepared in advance for clients returning to England; your enquiries receive prompt attention.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3451-2. [N3011]

## TRIUMPH

**ROWLAND SMITH'S** for Triumph.

**ALL models supplied:** your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

**BERKELEY SQUARE HOUSE GARAGE, Ltd.,**

**OFFER early delivery** with service on the spot: day and night garage.

**BERKELEY Sq., London, W.1.** Gro. 4343 [0856/R]

## TRIUMPH

**PRIDE & CLARKE, Ltd.**—Immediate delivery Triumph Range, exchange, terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [0741/R]

**KJ MOTORS, Ltd.,** offer Renault and Vanguard models for immediate delivery.—Bromley, Rav. 3456-7-8-9. [0285]

**A. LAND & TABOR, Ltd.,** Walsby By-Pass, Herts, Welwyn 281-2-3, offer immediate delivery of Triumph Renault saloon. [N1001]

**IMMEDIATE delivery** Triumph Renault saloon.—Motourists (London), Ltd., Gt. North Rd., E. Finchley Station, N.2. Tudor 2301-2. [N5018]

**LANKASTER ENGINEERING Co., Ltd.,** Standard and Triumph distributors: immediate delivery.—Renown saloons, choice of colour.—39-43, Eden St., Kingston, Tel. Kin. 5151-4. [0893/R]

## VAUXHALL

**VAUXHALL cars.**—Shaw & Kilburn, Ltd., Showrooms.—6, Berkeley Sq., W.1. Grosvenor 4328.

**PARTS and service.** Western Ave., W.3. Acorn 4641. [0191/R]

**KJ MOTORS, Ltd.,** main dealers for Bromley, Orpington and district.—Bromley, Kent, Rav. 3456. [0221/R]

**VAUXHALL.**—L. F. Dove, Ltd., area dealers for Rd., Woking, Tel. Woking 1225. [N1078]

## VOLKSWAGEN

**WILLIAM ARNOLD, Ltd.,**

**VOLKSWAGEN distributors** for S. Lancs, Cheshire and N. Wales.

**SALES, spares, service.**

**DEMONSTRATION car available.**

**UPPER Brook St., Manchester, 13.** Tel. Ardwick 4361-7. [0519/R]

**COLBORNE GARAGE, Ltd., Ripley, Surrey.**

**BUY your new Volkswagen** from the original specialists and main dealers: full service facilities.—Tel. Ripley 2361. [0017/R]

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**273, London Rd., Staines.** Tel. 4211 (5 lines). [N1080]

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**EUSTACE WATKINS, Ltd.,** sole London distributors: early delivery 6/80 and 4/44 models; part exchange and hire purchase.—12, Berkeley St., W.1. (Mayfair 5661). [N4046]

**WIMBUSH for Wolseleys.**

**OFFER early delivery** of 6/80: orders accepted for the 4/44 for early delivery.

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**IMMEDIATE delivery** new 6/80 saloon.

**ALL models supplied:** your car, 3-wheeler or motor cycle taken in part exchange; confidential H.P. terms. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

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**PRIDE & CLARKE, Ltd.**—Exchange your car now for a new Wolseley 6/80 saloon, immediate delivery, favourable delivery for 4/44 Model; terms.—237, Brixton Hill, S.W.2. Tel. 3664-5. [0637/R]

**J. DAVY, Ltd.,** offers 6/80 saloons in choice of colours, exchanges welcomed.—180-4, Kensington High St. (Wes. 9641), and 215, Brompton Rd., S.W.3. (Ken. 1108). [N1069]

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**ALL particulars** of the new Hummer, Hillman and Sunbeam-Talbot cars are available from the distributors, Routes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R]

**MARSTON MOTOR Co., Ltd.,** for new Jaguar, Standard, Austin, Armstrong Triumph and Rover, car sales and service facilities; hire purchase and insurance arranged immediately; call, phone or write.—Marston Motor Co., Ltd. St. 8000. [0713/R]

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**SUREFLEET,** lowest rates in the trade.

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**IVOR HILL, Ltd.**—1953 A40 Somerets for hire; reasonable terms.—Revelstoke Rd., S.W.19. Wimb. 5686. [0360/R]

**IRELAND Self Drive.**—Ryans, 33, Upper O'Connell St., Dublin 7. Crofton Ave., Dun Laoghaire. [0877/R]

**SMITH & HUNTER** for self drive, inclusive winter rates.—376, Kensington High St., W.14. Wes. 6417. [0450/R]

**AUSTIN and Morris self-drive or chauffeur-driven cars.**—Chapman's, 12, Cordington Mews, W.11. Par 9864-5. [0466/R]

**LONDON'S lowest rates.** The private car chauffeur-driven hire service.—Lontax (Vic. 7771-2), Dolphin Square, S.W.1. [0042/R]

**HAROLD R. HILLS GARAGE.**—Garage accommodation service, high-class car hire.—3-5, Ennismore Mews, S.W.7. Kensington 4020. [0551/R]

**WIMBLEDON CAR HIRE.** self-drive specialists.—day.—Mansel Rd., S.W.19. Wimb. 3834. [0811/R]

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**GEE CARS, Ltd.,** 60-62, Queensdown Rd., S.W.8. Mar 3363. [0091/R]

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**MOORE PARK GARAGE.**—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.25. (For 2432). [0679/R]

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**AUSTIN A40s,** £1/5 per day, 50 free miles; £3/8 weekly, 400 free miles; also A70s and A90s.—Trumans, Garages, Queensway, W.2. Bay. 6415. [0886/R]

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**ROWLAND SMITH** for hire purchase terms: private or confidential, immediate delivery in approved cases; references and guarantors not essential, cash funded on exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [M5018/R]



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**C**AR heater comfort and safety assured by fitting a Delaney Gailay heater, suitable all makes.—Particulars from Delaney Gailay, Ltd., Edgware Rd., Cricklewood, N.W.2. Tel. Gladstone 2201. Open Saturdays. [0699/R]

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**FREEMAN** hoods, re-covers, upholstery, carpets, side-screens, tonneau covers specialists.—Freeman, 108A, Park Rd., N.; Bello Bridge Rd., Acton, W.3. Acton 3135. [0075/R]

**TICKFORD, Ltd.**, coupe specialists, estimates given for re-covering hoods and all coachwork repairs.—8, Upper St., Martin's Lane, W.C.2. Temple Bar 5338. [M4029]

**C**AR hood and seating specialists, tonneau covers, side-screens, envelopes, etc.—Connell Bros., 685, High Rd., London, E.10. Leytonstone 7223; also Lab. 2608. [0107/R]

**"SPRAYING Handbook"** Revised Ed., covers all types of painting, plant and estimating, etc. 5/6; paint cellulose and allied sundries, 1933, list free. Leonard Brooks, 19, Oak Rd., Harold Wood, Romford. [0769/R]

**COUPE** trimming service, hoods, side-screens, etc., vintage car specialists, re-trimmed to makers' styles; our 25 years' experience is at your service.—Knights, North St., Carshalton. Wallington 6567. Sat. 9 p.m. [0745/R]

**PILCHERS**, 514, Kingston Rd., Wimbledon Chase, London, S.W.20. Liberty 2350. Body repair and painting work by oil processes, private and commercial. Trade enquiries invited. Estimator will call without obligation. [0745/R]

**NEW!** "Vybak" crystal clear flexible sheet for side screens and back lights of folding hoods, does not crack or discolour and is non-flam.; sheets 50in x 26in x .02 thou., 20/-; post 1/-; samples from sole London stockists—Bly's Plastic (A), Empire Arcade, 370, Upper St., "Angel", London, N.1. Can. 5242. [0684/R]

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**F**RONT suspension unit service, exchange for Vauxhall (all types), Opel, Chevrolet, Packard, Chrysler, Buick, Pontiac and other makes of American and Continental cars; quick service and Delco Loveloy American-type shock absorbers. [0189/R]

**LANARK AUTO ENGINEERS**, 256-262, Lanark Rd., Maids Vale, London, W.9. Tel. Maids Vale 4373. [0151/R]

**FORD** Anglia, Prefect and Popular owners can enjoy greatly improved suspension, road holding, comfort and safety by fitting the Nordie Independent front suspension conversion; price £26/10; immediate delivery.—Full details from North Downs Engineering Co., Westway, Caterham, Surrey. [0189/R]

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**A&B** London's leading brokers (cover notes by return).

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**BENNETT & SONS**, Insurance Specialists, keenest rates, immediate cover, instalments, quotations by return.—49, Queen Victoria Rd., Coventry 6173. [5178]

**SAVE** time and money by using our special 33½% First Year No Claim bonus Motor Insurance Scheme; quotations by phone or return of post, write call or phone.

**MOFFATT & Co.**, 796, High Rd., Tottenham, N.17. Tel. 2038-4-5. [1025/R]

**REDUCE** motoring expenses, 10hp from 51/4 yearly country, N.C.B. quotations, free, all leading companies represented.—Fisher & Co., 7, The Parade, Hounslow West. [0890/R]

**DEFENCE, Ltd.**—Lowest first payment; lowest deferred terms; cover on demand or by return post prompt service.—740, Barking Rd., Plaistow, London E.13. Granagewood 6089. [0604/R]

**RAYMOND WAY** insurance office can arrange your motor policy, quotation by return, immediate cover.—Write, call or phone Canterbury Rd., Kilburn, N.W.5. Maids Vale 6044 (10 lines). Open till 7 p.m. 6 days a week. [0632/R]

## INSURANCE

**I**MMEDIATE cover and lowest terms available for all types of motor vehicles; usual bonuses and discounts; special hire-purchase protection insurance for sickness and unemployment to cover the full period of your hire-purchase agreement, etc.—Fride & Clarke, Ltd., Stockwell Rd., S.W.9. Brixton 6251. [0737/R]

**L**ICENSE and insure your car in five minutes at Mecca (Brokers), Ltd., 217, Westminster Bridge Rd., S.W.1 (opposite County Hall Motor Licensing Dept.); lowest rates annual or short period policies; instalments immediate cover for any make, any age; best terms obtained for any class or risk. Waterloo 5075. [0652/R]

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**L**OOSE covers perfectly tailored in super quality Bedford cord, available for over 150 different cars, 1933 to 1934.

**W**e guarantee to save you money; example, Ford covers, Popular, Anglia, Prefect, £5/19/6; Consul, Zephyr, £7; all other covers at comparable prices; quality and fit guaranteed.—Samples gladly from Quin, Crossways, Hextable, Swanley, Kent. Swanley Junction 2403. [0358/R]

**A**UTO-STYLE tailored seat covers all cars, speciality service Bentley, Daimler, Rolls, etc.—Industrial Car Co., 22, Queen's Mews, Salem Rd., W.2. Say. 7119. [0193/R]

**C**AR-COVERALL, Ltd., for fine loose covers, excellent materials, perfectly tailored; sample on request; write or tel. Car-Coverall, Ltd., 166, Regent St., London, W.1. Monarch 1601-5. [0046/R]

**L**OOSE seat covers, tailored for every make of car; list and patterns.—Oyler & Co., Ltd., The Car Tailors, 62, New Cavendish St., Marylebone, London, W.1. Museum 6456-7. [0210]

**T**HOSE attractive felt and also all-wool Scottish tartan covers you have so much admired at the motor show.

**I**ndividually tailored by Karobes for the discerning motorist. If you will kindly write or phone to: KAROBES, Ltd., Unitas House, 24-25, Livery St., Birmingham (Central 6357/8), we shall be pleased to let you have full particulars. Trade inquiries invited. [0148/R]

**F**ORD tailored loose car covers, Anglia, Prefect, Vauxhall, Zephyr, Bedford cord, £7/5; also Austin, Morris, Vauxhall, Hillman, Mayflower; save 50%; open Saturday mornings.—S.C.S., Ltd., "A" Dept. 52/56 Fitzroy St., London, W.1. [0871/R]

## MAGNETOS

**C**LARE'S MOTOR WORKS—Magneto, dynamo and starter exchange service.—369, Knights Hill, West Norwood, S.E.27. Cipsy Hill 0132. [0298/R]

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**W**e are now dismantling, 1938 Pontiac, 1934 Packard 8-cylinder, 1933-5 Armstrong 17, 1937 M.G. 19, 1939 Wolseley 15, 1934 Daimler 15, Delage car, Minerva car; Talbot spares from 1929-1935, our large stock of new and second-hand components covers most makes from 1924-1930; our unrivalled service.

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**E**XPORTERS.

**K**IRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps, exporters and factors of new war surplus and second-hand components and accessories; write us for everything. [0420/R]

**S**PARES for sale.

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**N**OW dismantling:—

**ALVIS** 12/60, Chevrolet 1938, Wolseley 9, Rover 14, Bianchi 18, Diatto 2-litre, Hudson 17 and 22, S.S. Airline, Rolls 20, Rover 10 and 12, and many others.

**L**ET us have your enquiries; we have been dismantling vehicles for many years and we may have that you require.

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## PARTS AND ACCESSORIES

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**MORRIS Minor**, 1929-34, all essential spares, exchangeable. **John Wrigley**, Station Garage, West House, W. Tel. 3163. [14547]

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**CARLTON FORGE** for service, specially in roasting and retempering springs, 4 days' service. **Edgeware Rd., Cricklewood, N.W.2**. Gladstone 2242. [0377/R]

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**ALL** accessories incl. Tapley meters and full range of motorists' needs; see our comprehensive stock. **R. Martin, Standard House, Highgate Village, N.6**. Mou. 3415-4. [0408/R]

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**ELEPHANT MOTORS, Ltd.**, for pistons, valves, swirl pin and bushes, bearings, clutch and brake linings, replacement parts for most makes; full range of accessories; send us your enquiries. **Francis, Opel, Riley 9, Singer Junior, Studebaker, Sunbeam-Talbot and various other makes—97-105, Newington Causeway, London, S.E.1**. Tel. Hop. 3262. [0773/R]

**ELFRITE** timing gears for Alvis, Delage, Humber, Hudson, Hotchkiss, Lagonda, Le Mans, etc. **Francis, Opel, Riley 9, Singer Junior, Studebaker, Sunbeam-Talbot and various other makes—97-105, Newington Causeway, London, S.E.1**. Tel. Hop. 3262. [0773/R]

**HILLMAN**, Humber, Sunbeam-Talbot exchange units and parts service engines, gear boxes, differential units, prop shafts, front axle assemblies, radiators, etc. **1936-47—Madley Green Garage, Ltd., Barnet** 0910. [0332/R]

**ANGLO-AUTO ACCESSORIES, Ltd.**—All types of powerful horns in stock, musical horns, 6 and 12-volt Windtone; write your requirements. **11, Great Queen St., London, W.C.2**. Tel. Holborn 4483. [0266/R]

**STANDARD** 12 4-speed gear box, as new, £8; Lagonda 2-litre differential unit, £25; Lagonda 2-litre differential unit, £25; Lagonda 2-litre differential unit, £25. **U.S., 24—Newman, 26, Ende Ave., Sidcup, Kent**. [5043]

**CLARE'S** for spares, all popular makes, second-hand and new, large stocks; car breakers for over 30 years; quotations by return; approval. **Clare's Motor Works, 260, Knights Hill, London, S.E.27**. Gipsy Hill 0132. [0434/R]

**MOTOLYMPIA** for car parts, just dismantling 1937 M.G. 2-litre, 1939 Alvis 12-4, 1938-39 Talbot 21hp, 1937 Austin 12, 1937 Rover 16; hundreds of others already dismantled. **Wright Motolympla, Oswestry, Shropshire**. [0434/R]

**M.G.**, Wolseley, etc., hard surfaced rockers, 6/- exchange R/bushes, 6/- shafts from 7/6, all spares, exchange camshafts and T.B.C.D.Y. engines and heads, various stages. **Thomson, 104, Kingston Rd., Weybridge, S.W.15**. Liberty 8498. 1 till 2, after 7 o'clock. [M4067]

**THE Humber specialists**, all spares new and second-hand for Humber, Hillman, Commer, 1939-1946 and W.D. models, new and second-hand gear boxes, Super Snipe high-speed diff. units, all parts for 4-wheel drive. **Hadley, 104, Kingston Rd., Weybridge, Surrey**. Uplands 3637. [0400/R]

**WARDS** for satisfaction at present-day prices, just arrived for dismantling: 1937 Austin 12hp, 1933 Rover 14hp, 1936 Riley 9hp, 1935 Riley 12hp, 1936 Triumph Gloria, 1933 Austin 10, 1936 Triumph 10hp, 1937 Standard 12hp, 1939 Standard 12hp, 1933 Standard 9hp, 1936 Humber Snipe, 1937 S.S. 12hp; we also specialise in Axles and gear boxes, all makes. **Wards Motor Stores, 123, Leasow Road, Walsley, Tel. 2151**. [0131/R]

**BURT'S MOTORS** have huge stocks of new and second-hand parts for all makes of cars, including Austin, Buicks, Chevrolet, Chrysler, Dodge, Ford, Hillman, Hudson, Terraplane, ex-W.D. Humber, Lanchester, 10, Utility Morris, Packard, Riley, Rover, Standard, Studebaker, Vauxhall and Wolseley, etc.; linings, gaskets, knee pins and electrical equipment, etc., and bushes, lamps, pumps, silencers, tools, tyres; competitive prices. **119, High St., Colliers Wood, S.W.19**. Liberty 2661 and 4734. [0418/R]

**P. BRENN, Ltd.**, dismantling Austins 7 1937, 7 1939, 10hp 1939, 10hp 1934-5-6, 12/4 1935; Standards 10hp 1934, 12hp 1937, 20hp 1939; Alvis 12hp 1934, 17hp 1936; Speed 20 1936-7; Vauxhall DX & DY; Singer 12 1936 Le Mans and 4-litre; 1936 1937; Wolseley Hornera; Jaguar 2 1/2-litre 1936; Morris 8 10 12 & 21; Oldsmobile 29hp 1937; M.G. 2-litre; Triumphs 10, 11 & 12; Talbot 14, 18, 21; Hudson 17 & 29hp; Jowett Bradford 1946; Austin Taxi; Riley 9 1933; Ford 8 & 10; Lagonda 2-litre; Rover 10 1937; 14 1935, 16 1937-9; B.S.A. Fwd.; Armstrongs 12, 14, 17; Lanchester, Bentley, Delage, etc.—**High Rd., Weybridge, N.80**. Hillside 2393. [0915/R]

## PISTONS

**BROOKLANDS ENG.**, Portsmouth Rd., Cobham, Surrey 5303—Martlett pistons and K.E.965 hand-forged valves to pattern or sketch. [0130/R]

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**GALLAY, Ltd.**, give immediate service in repairs and rebuilding of radiators, oil coolers, fuel tanks and wings, etc. **GALLAY, Ltd., specialists in new radiators, fuel tanks and oil coolers for racing and sports cars.**

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## RADIATORS, MUFFS, ETC.

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**1,000** radiator muffs and Wintersheds' stocked from 20/-; radiator heating lamps, 18/5; windscreen defrosters, 12/6; lists free—**Young's, 32, Tooting Bec Rd., London S.W.17**. Bülham 791. [0492/R]

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**BARIMAR** for scientific welding repairs under Barimar money back guarantee. **CRACKED** and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankshafts, broken crankshafts and all other motor parts perfectly repaired by Barimar low-temperature process. **BARIMAR HOUSE, 22-24, Portborough Rd., Fulham, London, S.W.6**. Tel. Sherway 2147-8. Night calls Renown 2148. Telegrams, Barimarmar, Walsgreen, London. Branches at Birmingham, Newcastle, Manchester and Glasgow also operating at full blast. [0417/R]

**M. BENTLEY & PARKINER, Ltd.**, engine and chassis overhauls by skilled craftsmen. **22, Grosvenor Crescent Mews, Sloane 5094**. [14266]

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**AXLES/SHAFTS RECOVERY CO.** (Myers Process)—Consult the specialists if you have trouble with worn or broken axleshafts or axle casings; all types of spinning undertaken; hub rebuilding or resplining a specialty, all sizes, inner or outer; excellent service. **Montrose Motors Ltd., Wembley 2656/4443**. [0766/R]

**U.S. CONCESSIONAIRES, Ltd.**, offer a complete prompt and satisfactory service for repairs and overhauls of every description at competitive prices to all makes of cars and commercial vehicles. U.S. Concessionaires, Ltd., Pontiac Works, Fernbank Rd., Ascot (Winkfield Row 3252-4); and 5, Jubilee Place, Chelsea (High Wycombe 2531). [0613/R]

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**TRIPLEX, EXPRESS REPLACEMENT SERVICE**—wholesale and retail. **LONDON: Newton's (Kensington), Glass Merchants, 256, Old Brompton Rd., S.W.5**. Tel. Fremantle 9412. **WATFORD: Balmer's, Glass Merchants, Derby Rd., Watford**. Tel. Watford 4268. **SOUTHEND: Smith's, Glass Merchants, 623-4, London Rd., Westcliff-on-Sea, Tel. Southend 46248**. **AL** the above are official Triplex stockists. [0835/R]

**D. W. PRICE, FIT** while you wait—Neasden Lane, N.W.10 (Gla. 7811); 28, New Cross Rd. (New Cross 3556); Savoy Parade, Austin 3170; Tancred St., Taunton 2993. [0019/R]

**TRIPLEX**—While you wait—replacements—British Steel Frame Co., Ltd., Bishopsgate 9611-3. See "Windcreens." [0142/R]

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**SHOCK** absorbers. **IF** you are still dissatisfied with your shock absorbers, replace them with Newton hydraulic suspension control and get the best ride. **UNITS** and brackets from stock for most popular cars from any Newton distributor or direct. **NEWTON & BENNETT, Ltd., Valletta Rd., Acton, W.3**. Tel. She 3443. [0104]

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**EAST Midlands, Eastern Counties and South Yorks: DICKENS (SHOCK ABSORBERS), Ltd., Bullivant St., Alfred St., Central Nottingham, Nottingham 46507-8.**

**NORTH-WEST England: BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester, 16, Moss Side 2245-6.**

**SCOTLAND: JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow** Tel. No. Douglas 4137

**SPECIAL** telescopic conversion for Austin Cambridge; 45/- per unit complete. [0496/R]

**TELEFLO** telescopic dampers are the latest advancement in suspension control. **EFFICIENT** control maintained at low and high speeds. **LEVELS** out the bad roads, providing extra comfort. **EXHAUSTION** and frothing troubles eliminated by ex-  
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**32/6** Witham's 18, Balham Hill, S.W.12. Battersea 3282/3700. [0087/R]

**RECONDITIONED** shock absorbers, exchange service popular types 32/6 each; list free—**Young's, 32, Tooting Bec Rd., London, S.W.17**. [0427/R]

**THE** London main distributors for "Rotoflo" and "Telflo" shock absorbers in East and West areas: **McNair Shock Absorber Service, 10, Tel. Amherst 6488 and 6844.**

**WEST** London Depot, 364, Uxbridge Rd., Shepherd's Bush W.12. Tel. Shepherd's Bush 4251. [0158/R]

**WE** are equipped to give "over-the-counter" service which includes complete rebuilding of your linkage for dampers to fit most cars. **POST** and rail orders are dispatched within one hour of receipt of your old units. **WE** specialise in supplying dampers and special link-  
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**ALL** types, Eastern Counties largest stockists **Armstrong, Girling, Luvax, Newton, etc., makers' agents—Prentice Aircraft & Cars, Ltd., Ipswich, Suffolk** 7724. [1471]

**GIRLING, Luvax, Armstrong and Woodhead-Monroe** shock absorbers, immediate delivery all types; genuine makers' parts only; trade enquiries invited. **The Headlight Motor & Engineering Co., Ltd., 6, Old Rd., Leam, 6, Tel. Leam 2827-8.** [0034/R]

**NEWTON** shock absorbers, pioneers of tubular hydraulic suspension control, conversion kits available M.G., Morris, Wolseley, Hillman, Humber, Austin, Standard, Jaguar, Talbot, Riley, Rover, Ford—**University Motors, Ltd., Newton Distributors, 7, Hertford St., London, W.1**. Gros. 4141. [0250/R]

**SCOTLAND**—**Armstrong, Girling, Luvax, Newton, Woodhead-Monroe**, contact the leading specialists for shock absorber service. **In Glasgow: Inglis Automobles, Ltd., 64-78, Pitt St., Edinburgh 5, 3, Tel. 26237. In the West, James H. Galt, Ltd., 71-73, Dobbies Loan, Glasgow, C.A. Tel. Douglas 4137**. [0550/R]

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**SERVAIS** straight-through silencers and assemblies must improve the performance of all cars, fitted by the leading manufacturers; immediate delivery of popular types. **Servais Silencers, Ltd., Ashford Rd., London, N.W.2**. Gladstone 6789. [0654]

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**SPEEDOMETER SUPPLY Co., Ltd., 34, Shelton St., Long Acre, London, W.C.2**. Established 1912. Temple Bar 2700. [0165/R]

**BRIDE & CLARKE, Ltd.**—All spares in stock, speedo, heads repaired and set to zero from 15/-; quick service and quotations. **Stockwell Rd., S.W.9**. Riv. 6251. [0742/R]

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## BUSINESS &amp; PROPERTY, SITUATIONS, BOOKS

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SALES MANAGER for old-established motor engineering with good agencies and 3 branches; must be fully experienced; give full details; London, S.E.; first-class ref. essential.—Box 2639. (M3016/R)

UNDER manager required must be fully experienced in buying and capable of relieving manager in evenings.—Kar Sales, 50-54, Northolt Rd., South Harrow. Byron 5544. (M3016/R)

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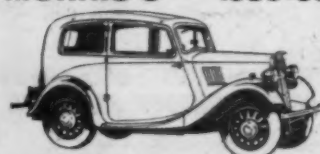
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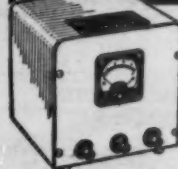
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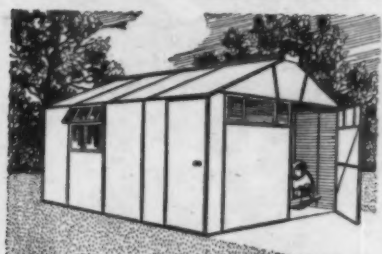


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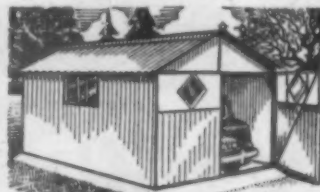
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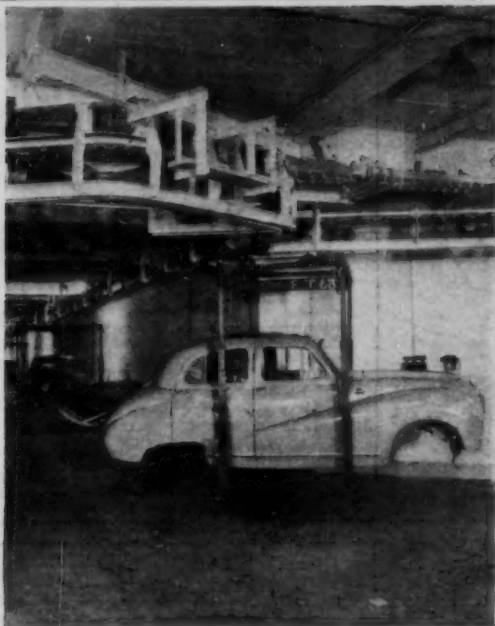


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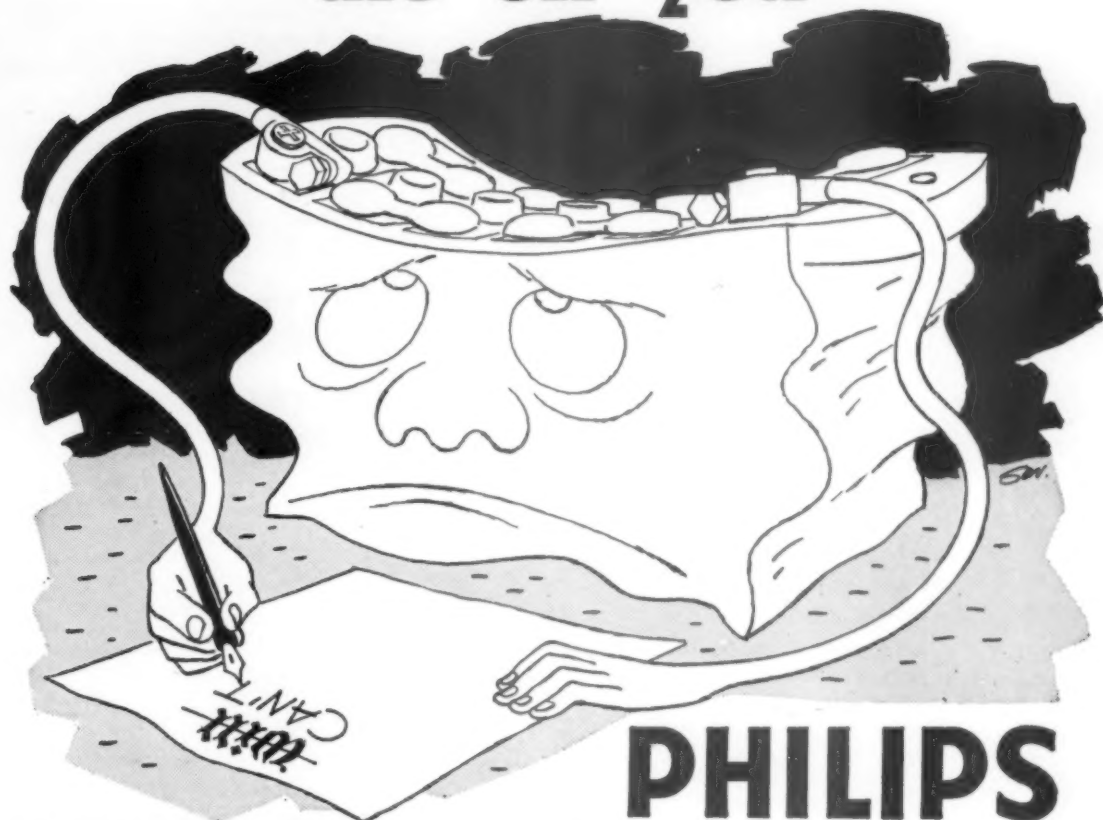
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